

OVERLEGAL PERMIT CONDITIONS

6/01



OVERLEGAL PERMIT CONDITIONS

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CHAPTER 1 DEFINITIONS

1.1 PURPOSE AND LEGAL AUTHORITY

This chapter defines terms used in connection with overlegal permit conditions dealing with highway matters and is adopted under the authority of Section 49-1004 and 49-1011, Idaho Code.

1.2 DEFINITIONS

A

Accessories: Additional parts of the single item load that have been removed to reduce width, length or height.

Administrative Cost: The government's cost of processing, issuing, and enforcing a permit.

Analysis: A mathematical study of a vehicle, or combination of vehicles, and the stress that vehicle may cause over bridges or specific sections of highways. The study is conducted by a professional engineer .

Annual: Twelve (12) consecutive months.

Automobile Transporter: A vehicle combination constructed for the purpose of transporting vehicles.

B

Base Width: The measurement below the eaves of a manufactured home, modular building or office trailer.

Boat Transporter: Any vehicle combination designed and used specifically to transport assembled boats and boat hulls. Boats may be partially disassembled to facilitate transporting.

C

Cargo Unit: A full truck, a semi-trailer, a full trailer, or a semi-trailer converted to a full trailer by means of a dolly or a converter gear mounting on a fifth wheel. A dromedary tractor equipped with a conventional fifth wheel, not stinger steered, shall be excluded from the definition of a cargo unit.

Combination Length: The total length of a combination of vehicles, i.e. truck/tractor-semitrailer/trailer combination, measured from the front bumper of the motor vehicle to the rear extremity of the last trailer including the connecting tongue(s).

Combined Trailer Length: The total length of a combination of trailers measured from the front of the first trailer to the rear extremity of the last trailer including the connecting tongue(s).

Convoy: A group of two (2) or more motor vehicles traveling together for protection or convenience.

D

Dark: One-half ($\frac{1}{2}$) hour after sunset to one-half ($\frac{1}{2}$) hour before sunrise.

Department: Idaho Transportation Department.

Dromedary Tractor: Every motor vehicle designed and used primarily for drawing a semitrailer and so constructed to carry manifested cargo in addition to a part of the weight of the semitrailer.

E

Economic Hardship: The loss of a substantial amount of money caused by economic changes.

Emergency Movement: A vehicle, or vehicle combination, hauling a load traveling to the site of an emergency for the purpose of aiding in eliminating the emergency.

Excess Weight: Vehicle combinations hauling reducible loads operating on Interstate Routes with total gross loads exceeding eighty thousand (80,000) pounds, but not to exceed twenty thousand (20,000) pounds per single axle; thirty-four thousand (34,000) pounds per tandem, not to exceed the weight limit for any group of two (2) or more consecutive axles established by Section 49-1001, Idaho Code; and not to exceed six hundred (600) pounds per inch width of tire for vehicles manufactured after July 1, 1987; or not to exceed eight hundred (800) pounds per inch width of tire for vehicles manufactured prior to that date as established by Section 49-1002, Idaho Code.

Extralength: Any vehicle combination in excess of the legal limits, but not more than one hundred five (105) feet as established in Section 49-1010, Idaho Code, which normally haul reducible loads.

Extra-Ordinary Hazard: Any situation where the traveling public's safety or the capacity of the highway system is endangered.

F

Farm Tractor: Every motor vehicle designed or adapted and used primarily as a farm implement power unit operated with or without other farm implements attached in any manner consistent with the structural design of that power unit.

G

Gross Weight: The weight of a vehicle or combination of vehicles plus the weight of any load thereon.

H

Heavily Loaded: Exceeding legal weight or hauling a load, which obstructs the driver's view.

Heavy Duty Wrecker Truck: A motor vehicle designed and used primarily for towing disabled vehicles.

Height: The total vertical dimension of a vehicle above the ground surface including any load and load-holding device thereon.

I

Implement of Husbandry: Every vehicle including self-propelled units, designed or adapted and used exclusively in agricultural, horticultural, dairy and livestock growing and feeding operations when being incidentally operated. Such implements include, but are not limited to, combines, discs, dry and liquid fertilizer spreaders, harrows, hay balers, harvesting and stacking equipment,

pesticide applicators, plows, swathers, mint tubs and mint wagons, and farm wagons. A farm tractor when attached to or drawing any implement of husbandry shall be construed to be an implement of husbandry. "Implement of husbandry" does not include semi-trailers, nor does the term include motor vehicles or trailers, unless their design limits their use to agricultural, horticultural, dairy or livestock growing and feeding operations.

Incidentally Operated: The transport of the implement of husbandry from one (1) farm operation to another.

L

Legal: In compliance with the Idaho Code on size and weight.

Length: The total longitudinal dimension of a single vehicle, a trailer, or a semi-trailer. The length of a trailer or semi-trailer is measured from the front of the cargo-carrying unit to its rear, exclusive of all overhang and any appurtenances listed in Chapter 6.

Light Truck: Every motor vehicle eight thousand (8,000) pounds gross weight or less which is designed, used, or maintained primarily for the transportation of property.

Longer Combination Vehicle: A combination of truck tractor, semitrailer and/or trailer(s), which exceeds legal length, dimensions, and operates on highways by permit for transporting reducible loads.

M

Manufactured Home.: A structure, constructed according to HUD/FHA mobile home construction and safety standards, transportable in one or more sections, which, in the traveling mode, is eight (8) body feet or more in width or is forty (40) body feet or more in length, or when erected on site, is three hundred twenty (320) or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained therein, except that such term shall include any structure which meets all the requirements of this paragraph except the size requirements and with respect to which the manufacturer voluntarily files a certification required by the secretary of housing and urban development and complies with the standards established under 42 U.S.C. 5401 et seq. Similarly constructed vehicles used permanently or temporarily for offices, advertising, sales, display or promotion of merchandise or services are included in this definition.

Maximum Off-Track: The maximum difference in the path created by the center of the steering axle and the center of the rear most axle of the vehicle or combination of vehicles during the negotiation of a turn.

Mobile Home: A structure similar to a manufactured home, but built to a state mobile home code which existed prior to the Federal Manufactured Housing and Safety Standards Act (HUD Code) dated June 15, 1975.

Modular Buildings: A facility designed as a building or building section, constructed to standards contained in the Uniform Building Code (UBC), adopted by Section 39-4109, Idaho Code.

N

Non-Reducible: A load that consists of a single piece. (A machine and its accessories loaded separately are also considered non-reducible.)

O

Office Trailer: A structure used permanently or temporarily for offices, advertising, sales, display or promotion of merchandise or services that is constructed according to HUD/FHA mobile home construction and safety standards, transportable in one or more sections, which, in the traveling mode, is eight (8) body feet or more in width or is forty (40) body feet or more in length, or when erected on site, is three hundred twenty (320) or more square feet, and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to the required utilities, and includes the plumbing, heating, air conditioning, and electrical systems contained therein, except that such term shall include any structure which meets all the requirements of this paragraph except the size requirements and with respect to which the manufacturer voluntarily files a certification required by the secretary of housing and urban development and complies with the standards established under 42 U.S.C. 5401 et seq.

Overdimensional: Any vehicle or load in excess of the limits established in Section 49-1010, Idaho Code.

Overhang: The distance from the center of the last axle to the end of the load.

Overheight: A vehicle or load in excess of the limits established in Section 49-1010, Idaho Code.

Overlegal: Any vehicle, or combination of vehicles and/or load, which exceeds the limits, established in Idaho Code.

Overlegal Permit: A document issued by the Idaho Transportation Department which authorized the movement of vehicles and/or loads on the state highway system in excess of the sizes and weights allowed by Idaho Code.

Overlength: Any load that is non-reducible in length being hauled or towed and that is in excess of the limits established in Section 49-1010, Idaho Code.

Oversize: A vehicle or load in excess of the limits established in Section 49-1010, Idaho Code.

Overweight: A single vehicle, or a vehicle combination, hauling or towing a non-reducible load whose weight is in excess of the limits established in Section 49-1001, Idaho Code.

Overwidth: A vehicle or load in excess of the limits established in Section 49-1010, Idaho Code.

P

Passenger Vehicle: Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway.

Pilot/Escort Vehicle: A motor vehicle used for the express purpose as a warning vehicle for permitted vehicles. The pilot/escort vehicle shall be a passenger car or light truck as specified in Chapter 12.

R

Reducible Load: A single item, or multiple items, for transport which could reasonably be repositioned or physically altered so that the load conforms to legal size and weight dimensions. The determination of the ability to reduce or reconfigure the load primarily depends on the intended disposition of the contents of the load upon delivery to its destination.

Regional Permit: Permits issued for movement of certain non-reducible overweight and/or oversize vehicles and/or loads on highways designated by the jurisdictions participating in the “Western Regional Agreement for the Issuance of Permits for Overweight and/or Oversize Vehicles and/or Loads Involved in Interstate Travel”.

S

Single Axle: An assembly of two (2) or more wheels whose centers are in one (1) transverse vertical plane or may be included between two (2) parallel transverse planes forty (40) inches apart extending across the full width of the vehicle.

Snow Removal Equipment: Any privately- or publicly-owned vehicle classified as a motorized vehicle as defined in Section 49-123, Idaho Code, that has been equipped with snow removal equipment and is being used for snow removal on any public highway.

Steering Axle: The axle or axles on the front of a motor vehicle that are activated by the operator to directly accomplish guidance or steering of the motor vehicle and/or combination of vehicles.

Stinger-Steered: A truck-tractor semi-trailer combination where the kingpin is located five (5) feet or more to the rear of the centroid of the rear axle(s).

T

Tandem Axle: Any two (2) axles whose centers are more than forty (40) inches, but not more than ninety-six (96) inches apart, and are individually attached to or articulated from (or both) a common attachment to the vehicle including a connecting mechanism designed to equalize the load between axles.

Tridem Axle: Any three (3) consecutive axles whose extreme centers are not more than one hundred forty-four (144) inches apart, and are individually attached to or articulated from (or both) a common attachment to the vehicle including a connecting mechanism designed to equalize the load between axles.

V

Variable Load Suspension Axle: An axle or axles designed to support a part of the vehicle and load which can be regulated to vary the amount of load supported by such an axle or axles, and which can be deployed or lifted by the operator of the vehicle.

Vocational Vehicle: A vehicle specifically designed to enable the operator to perform specific tasks, none of which are primarily for the purpose of transporting loads. Cranes, loaders, scrapers, motor graders, drill rigs are examples of vocational vehicles.

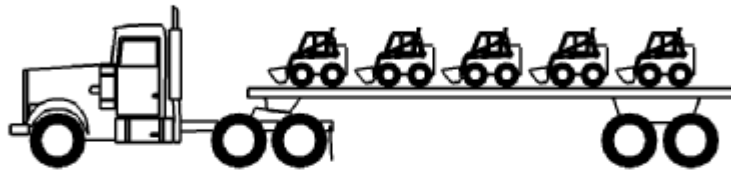
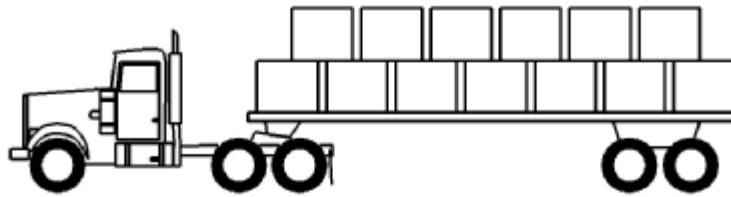
W

Width: The total outside transverse dimension of a vehicle including any load or load-holding devices thereon, but excluding any appurtenances listed in Chapter 6.

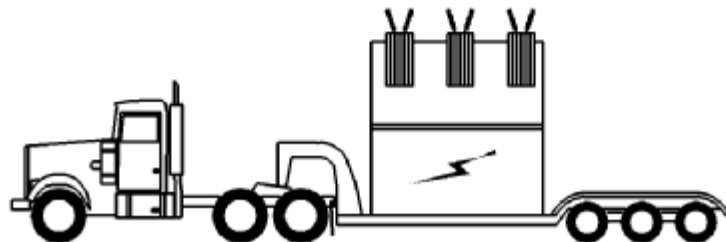
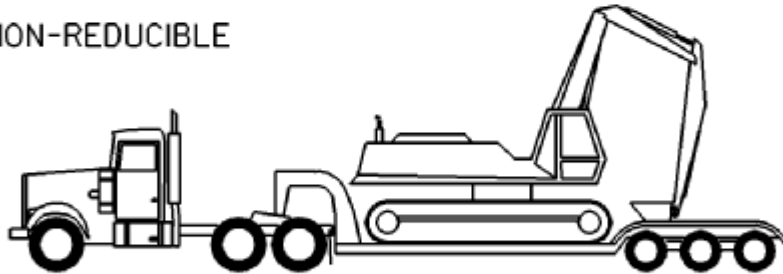
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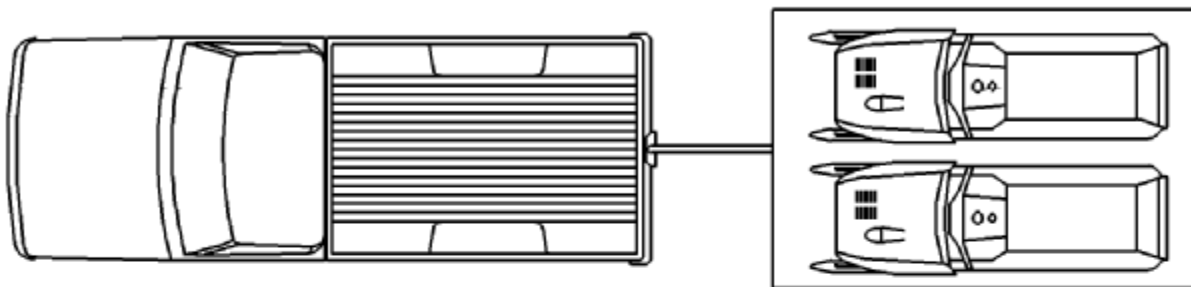
REDUCIBLE



NON-REDUCIBLE

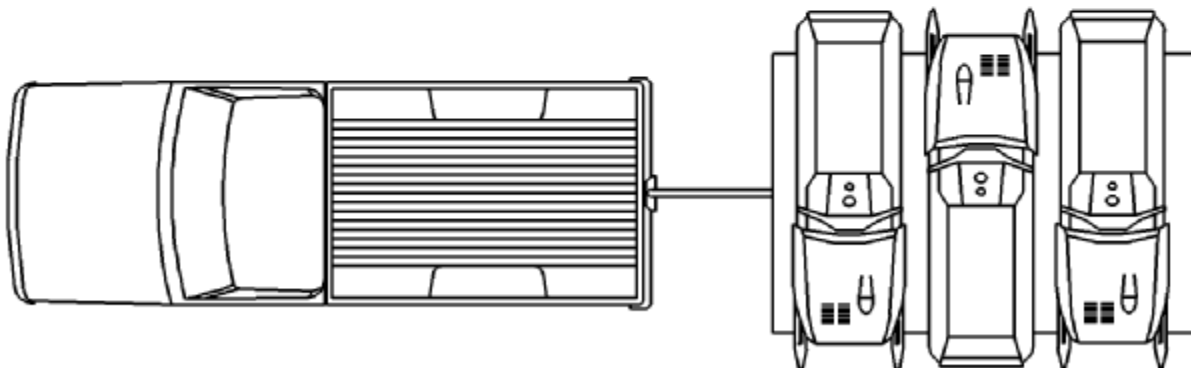


LEGAL



TRAILER WIDTH NOT TO EXCEED 8 FEET 6 INCHES

NOT LEGAL



NOT PERMITTABLE IF OVERALL WIDTH EXCEEDS 8 FEET 6 INCHES

LEGAL



TRAILER WIDTH NOT TO EXCEED 8 FEET 6 INCHES

NOT LEGAL



NOT PERMITTABLE IF OVERALL WIDTH EXCEEDS 8 FEET 6 INCHES

CHAPTER 2 RESERVED FOR FUTURE USE

CHAPTER 3 RESERVED FOR FUTURE USE

CHAPTER 4 RESERVED FOR FUTURE USE

CHAPTER 5 RESERVED FOR FUTURE USE

CHAPTER 6 ALLOWABLE VEHICLE SIZE

6.1 PURPOSE AND LEGAL AUTHORITY

This chapter is adopted to define and regulate the size of vehicles not specifically addressed in Section 49-1010, Idaho Code, or to authorize vehicle sizes in excess of those specified in Section 49-1010, Idaho Code, in order to comply with federal requirements and is adopted under the authority of Sections 49-1004 and 49-1011, Idaho Code.

6.2 ALLOWABLE TOLERANCE FOR LEGAL OR PERMITTED SIZE LIMITS

Determination of Vehicular Dimensions: Determination of vehicular length and/or width as defined by Idaho Code or by Idaho Transportation Board regulation shall be exclusive of those external devices or appurtenances whose function is related to safe and efficient operation.

Appurtenances: Rearview mirrors, turn signal lamps, splash and spray suppressant devices, and load induced tire bulge shall be excluded from the calculation of allowable width. Front mounted refrigeration units, energy conservation devices, bolsters, mechanical fastening devices, hydraulic lift gates, external front mounted or side curtain rollers, and other non-cargo carrying appurtenances or devices shall be excluded from a determination of allowable length.

Other Appurtenances: Other appurtenances not listed above may not extend beyond three (3) inches on each side or end of a vehicle or load. Other appurtenances may include, but shall not be limited to, clearance lights, door handles, handholds, window fasteners, door and window trim, moldings, and load securement devices.

6.3 LOAD OVERHANG

The overhang or extension of a load shall not extend:

- Front. More than four (4) feet beyond the front of any vehicle other than an automobile or a boat transporter.
- Rear. More than fifteen (15) feet from the center of the last axle to the end of the load of any vehicle other than an automobile or a boat transporter.
- Right Side. More than six (6) inches outside the right fender of a passenger vehicle.
- Left Side. More than zero (0) inches outside the left fender of a passenger vehicle.
- Auto or Boat Transporter. More than seven (7) feet front and rear combined length of an automobile or boat transporter.

CHAPTER 7 RESTRICTED ROUTES FOR SEMITRAILERS

7.1 PURPOSE AND LEGAL AUTHORITY

The Idaho Transportation Board is authorized to restrict certain routes for operation of semitrailers having a length of forty-eight (48) feet or less, but exceeding an overall combination length of sixty-five (65) feet and is adopted under the authority of Section 49-1104 and 49-1004, Idaho Code. Refer to Chapter 22 for operation of semitrailers exceeding forty-eight (48) feet in length.

7.2 DESIGNATED ROUTES

The department shall produce a color-coded map designating the restricted routes. Routes or portions of routes shall be added or deleted from the map when necessary due to changing conditions, such as traffic volume or construction.

7.3 CONDITIONS FOR SEMITRAILERS IN EXCESS OF SIXTY-FIVE (65) FEET OVERALL COMBINED LENGTH

Semitrailers in excess of an overall combined length of sixty-five (65) feet shall be restricted in two route categories:

*a. **Magenta coded routes.*** Legal length semitrailers in excess of an overall combined length of sixty-five (65) feet **are not authorized** to travel on these routes. Vehicles which were legal to operate on routes restricted to a thirty-nine (39) foot kingpin to the last non-steerable axle dimension shall be allowed to operate on magenta coded routes by permit with no restriction on overall combination length.

*b. **White coded routes.*** Legal length semitrailers in excess of an overall combined length of sixty-five (65) feet **may operate** on these routes without obtaining an overlegal permit or computing off-track.

7.4 MAP OF RESOURCES

A map showing the color-coded designation of routes that can be permitted overlegal conditions is available from the Idaho Transportation Department, Overlegal Permit Office, Boise, Idaho, and at other locations as the department may designate.

CHAPTER 8 VARIABLE LOAD SUSPENSION AXLES (VLS) AND OTHER AUXILIARY AXLES

8.1 PURPOSE AND LEGAL AUTHORITY

This chapter, with respect to variable load suspension axles and other auxiliary axles, implements certain requirements of Section 49-1001, Idaho Code, and is adopted under the authority of Section 49-1004 and 49-1011, Idaho Code.

8.2 PRE-QUALIFICATION OF VLS AXLES AND OTHER AUXILIARY AXLES

Pre-qualification of VLS and other types of auxiliary axles provides a method to determine weight distribution to VLS axles and to the fixed axles in the same group of axles without performing separate weighing of individual axles in the group of axles.

Pre-qualification will be performed at a department Port of Entry which is equipped with certified scales. Pre-qualification is not a requirement, but is available to commercial vehicle owners who desire to expedite weight compliance at department Ports of Entry.

If an owner elects to pre-qualify, a separate pre-qualification shall be required for each VLS or auxiliary axle on the vehicle(s). Pre-qualification information will be recorded on department forms and will be signed by department personnel having authority as defined in Section 40-510, Idaho Code and by the vehicle owner, or a delegate. Copies of the pre-qualification form will be kept on file at appropriate department Ports of Entry and in the pre-qualified vehicle. Pre-qualification forms shall be valid until such time as the vehicle suspension is modified. To be eligible for pre-qualification the vehicle and axles must meet all applicable requirements of Idaho Code.

8.3 GENERAL PRE-QUALIFICATION INFORMATION

Documentation shall include:

- a. Company name, vehicle(s) identification number(s), and unit number(s), license number, and base state.
- b. Appropriate vehicle dimensions including the dimensions between the centers of all axles of the axle groups which contain VLS axles and, if requested by the owner, the distance between all axles on the vehicle or combination of vehicles.
- c. Location of the VLS axle(s) and the air pressure/weight correlation data for each VLS axle.

Weight Distribution: Documentation of the weight borne by the VLS or other auxiliary axle will be completed either by verification of pressure on the air suspension systems or by verification of appropriate weight distribution on other types of suspension systems.

- a. Air suspension systems. The vehicle must be equipped with a pressure gauge with scale division in two (2) pound per square inch or smaller increments that is easily visible to enforcement personnel and with a standard automotive valve stem on the same system to allow pressure to be checked with a department pressure gauge

by department personnel. The gauge reading will be recorded along with the corresponding weight carried by the air suspended axle. The vehicle owner may request more than one pre-qualification pressure setting and corresponding weight up to a maximum of three settings per VLS axle.

- b. Mechanically suspended auxiliary axles. The pre-qualification of these types of non-adjustable auxiliary axles will be accomplished by loading the vehicle(s) to a minimum of seventy-five (75%) percent of maximum allowable load. The weight borne by the auxiliary axle will be determined on certified department POE scales in comparison to weights on the other axles in the group of axles. If such weighing shows that proportional weight distribution is occurring and that no axle(s) in the group would exceed the limits specified in Section 49-1001, Idaho Code, with legal maximum weights on that group of axles, the axle group will be pre-qualified.

8.4 REVOCATION OF PRE-QUALIFICATION

If Department personnel have reasonable cause to believe that a pre-qualified variable load suspension axle, or other auxiliary axle, is carrying a weight different than is allowed in the pre-qualification, the weight enforcement official may weigh the variable load suspension axles or other auxiliary axle separate from any other axle in the axle group and separately weigh the other axles in the axle group.

If the gross weight of the variable load suspension axle or other auxiliary axle or other axles in the axle group exceeds allowable weights under Section 49-1001, Idaho Code, the ports of entry inspector may take appropriate enforcement action. If enforcement action is taken by use of a platform or full length scale that is certified to standards established by Handbook 44, the pre-qualification may be revoked.

CHAPTER 9 PERMIT AUTHORITY AND REQUIREMENTS

9.1 PURPOSE AND LEGAL AUTHORITY

This chapter states the general conditions and requirements for overlegal permits to govern the movement of vehicles or loads which are in excess of the sizes or weights allowed by 49-1001, 49-1002, or 49-1010, Idaho Code. The conditions and requirements are adopted under the authority of Section 49-1004 and 49-1011, Idaho Code.

9.2 RESPONSIBILITY OF ISSUING AUTHORITY

The primary concern of the Department, in the issuance of overlegal permits, shall be the safety and convenience of the general public and the preservation of the highway system. The Department shall, in each case, predicate the issuance of an overlegal permit on a reasonable determination of the necessity and feasibility of the proposed movement.

9.3 AUTHORITY TO ISSUE PERMITS

The authority to issue permits on state highways is described in the following:

Overlegal Permits: The overlegal permit authority of the Department shall cover travel on state highways only and overlegal permits issued by the Department shall be valid only on completed sections of state highway, described on the permit by route number or other description. The overlegal permit authority of the Department shall include those sections of state highways within corporate limits of cities and towns, but will not include sections of state highways intersecting with local highways, when travel is occurring on the local highway(s). The right to use county highways or city streets is neither granted nor implied. Contractors hauling loads within the limits of state highway construction projects are not required to obtain overlegal permits, but the loads must comply with the weight limits specified in the state highway contract.

Authority: Overlegal permit authority may extend to travel on local jurisdiction's highways when agreed to by the Department and local highway jurisdiction.

9.4 INSURANCE OR BOND FOR EXTRA-ORDINARY HAZARD

Evidence of insurance or the posting of a bond shall be required when appropriate for loads creating an extraordinary hazard to the traveling public or to protect the public investment when a load presents an extraordinary hazard to the highway system. In such cases of extraordinary hazard to the roadway or structures, the Department may require the posting of a cash bond in such amount as to cover the maximum damage that could be expected to occur to the highway. The permittee may also be required to reimburse the Department for any engineering required to ascertain the extent of damages, if any, occurring to the roadway during the movement of the excessive load.

9.5 ISSUANCE OF OVERLEGAL PERMITS

The Department shall maintain a centralized Overlegal Permit Office at the department headquarters. Permits can be obtained by fax at the following listed offices and Ports of Entry throughout the state after the permit has been ordered from the Overlegal Permit Office. Permits are available Monday through Friday, state holidays excluded, from seven o'clock (7:00) a.m. to five o'clock (5:00) p.m. Mountain Time. A map indicating the location of state offices where permits is available at the Overlegal Permit Office, Ports of Entry statewide, and the following department offices:

Headquarters Office:

IDAHO TRANSPORTATION DEPARTMENT
OVERLEGAL PERMIT OFFICE
PO Box 7129
3311 West State Street
Boise, Idaho 83707-1129
(208) 334-8420

District Offices:

IDAHO TRANSPORTATION DEPARTMENT, DISTRICT ONE
600 West Prairie
Coeur d'Alene, Idaho 83814-8764
(208) 772-1200

IDAHO TRANSPORTATION DEPARTMENT, DISTRICT TWO
2600 North and South Highway
Lewiston, Idaho 83501-0837
(208) 799-5090

IDAHO TRANSPORTATION DEPARTMENT, DISTRICT THREE
MAINTENANCE OFFICE
15503 Highway 44
Caldwell, Idaho 83606
(208) 459-7429

OVERLEGAL PERMIT CONDITIONS

IDAHO TRANSPORTATION DEPARTMENT, DISTRICT FOUR
MAINTENANCE OFFICE

115 South 550 West
Rupert, Idaho 83350
(208) 436-4630

IDAHO TRANSPORTATION DEPARTMENT, DISTRICT FOUR
Date Street

Shoshone, Idaho 83352-2028
(208) 886-2411

IDAHO TRANSPORTATION DEPARTMENT, DISTRICT FIVE

South of Pocatello on So. 5th
Pocatello, Idaho 83205-4700
(208) 239-3300

IDAHO TRANSPORTATION DEPARTMENT, DISTRICT SIX

206 N. Yellowstone
Rigby, Idaho 83442-0097
(208) 745-7781

IDAHO TRANSPORTATION DEPARTMENT, DISTRICT SIX
MAINTENANCE OFFICE

North of Salmon on US 93
Salmon, Idaho 83467
(208) 756-3313

CHAPTER 10 PERMIT REQUIREMENTS

10.1 PURPOSE AND LEGAL AUTHORITY

This chapter lists when an overlegal permit is required and when exemptions and temporary waivers from obtaining overlegal permits are allowable, and is adopted under the authority of Section 49-1004 and 49-1011, Idaho Code.

10.2 GENERAL REQUIREMENT

An overlegal permit, in writing, shall be required for any movement on any completed section of highway under the jurisdiction of the Department by any vehicle or vehicles with non-reducible loads which exceed the allowable weights or sizes established in Section 49-1001, 49-1002 and 49-1010, Idaho Code.

10.3 COMPLIANCE WITH OTHER LAWS AND ORDINANCES

The overlegal permit will be effective only insofar as the Department has authority for its issue and does not release the permittee from complying with other existing laws, local ordinances or resolutions which may govern the movement.

10.4 EMERGENCY MOVEMENT WAIVERS

Notwithstanding other provisions of these chapters, the Idaho Transportation Board may waive existing permit policy limitations for the following emergencies, subject to such limitations or special requirements as the Board may impose.

Military Emergency Affecting National Security: Any movement by or for a military or other government agency which is in excess of permit policy maximum limits of weight or size, or which is otherwise outside established permit conditions, must be certified as a military necessity involving national security before receiving any special consideration to provide any waiver of normal permit conditions. Certification of military necessity must be made by an official designated as having such authority by the Department of Defense Directory, issued by the Office of the Chief of Transportation, Department of Army. All applications for military emergency movements must be channeled through the Vehicle Size and Weight Specialist, Idaho Transportation Department.

Emergencies Endangering the Public Health, Safety, or Welfare including but not limited to Fire, Flood, or Earthquake: During an emergency endangering the public health, safety, or welfare, there may be an urgent and immediate need for equipment and it is not in the public interest to require that an overlegal permit be in the vehicle prior to an overlegal movement. Verbal approval to proceed without an overlegal permit in the vehicle may be obtained from the Overlegal Permit Office or an Idaho Port of Entry. After the emergency movement is completed, formal application for a Overlegal Permit must be submitted to the Overlegal Permit Office.

Emergency Movement After Dark or Weekends: Any overwidth load moving after dark or on weekends on a red coded route of the pilot/escort vehicle and Travel Time Requirements map must be preceded by a pilot/escort vehicle displaying a rotating or flashing amber light to warn other traffic of the presence of the hazard. Any overwidth load moving after dark on black coded routes, if width exceeds ten (10) feet, must also be preceded by such a pilot/escort vehicle. All overwidth loads moved after dark shall have the extreme dimensions marked by lights as required by Chapter 12. Self-propelled vehicles utilized to clear the travelway of snow or debris are exempt from the provisions listed in this paragraph.

Emergency Movement of Implements of Husbandry: It shall be considered an emergency when an implement of husbandry that is being operated on an official state holiday or a weekend (The Overlegal Permit Office is closed on weekends and holidays; for hours of operation; see Chapter 9) breaks down and needs to be taken to a dealer for immediate repair, or a dealer brings replacement equipment to the farmer that exceeds the annual permit maximum width of fourteen (14) feet, six (6) inches. Verbal approval to proceed without an overlegal permit in the vehicle may be obtained from an Idaho Port of Entry. The verbal authorization will include escort vehicle requirements, based on the route of travel and width of load. After the emergency movement is completed, the permittee shall make formal application for a permit with the Overlegal Permit Office on the first working day after the occurrence.

Economic Emergencies: When a circumstance occurs in which an economic hardship is expected to result due to the application of existing permit conditions or limitations, the Transportation Board may consider a petition for the temporary waiver of those permit conditions or limitations which are perceived as being the cause of such economic hardship.

Emergency Removal of Disabled Vehicles: An annual permit or single trip permit shall be required for heavy duty wrecker trucks or other vehicles used for the emergency removal of disabled trucks and/or trailers or combinations and their unladen return and the removal of disabled vehicles shall be subject to the following emergency conditions:

- a. The permitted vehicle involved in the removal of disabled vehicles shall have adequate weight and traction to control the combination of the wrecker and attached vehicles, and shall provide brakes to the trailer axles and stop signal and clearance lights to such towed disabled vehicles.
- b. Loaded weight of the permitted vehicle's drive axle(s) will be permitted up to twenty-five thousand (25,000) pounds/single and up to forty-three thousand (43,000) pounds/tandem axle. The length of the combination will be limited to the legal or permitted length of the disabled combination plus forty-five (45) feet. Width will be limited to ten (10) feet or to the permitted width of a permitted disabled over width vehicle/load.
- c. Time of travel restrictions shall be waived when necessary to clear the travel way.

- d. Emergency movement of disabled vehicles will be authorized from the point at which the vehicle(s) was (were) disabled to the nearest appropriate commercial site having facilities for adequate repair services and cargo security. Secondary movements shall not be considered emergency movement and shall be required to operate by single trip permit in accordance with Chapter 13 and Chapter 16, if allowed.
- e. The permitted vehicle involved in the removal of disabled vehicles shall be allowed (under annual disabled vehicle permit) to tow a non-disabled vehicle to the point of disablement, to replace the disabled vehicle.

10.5 TOW VEHICLE BEHIND SELF-PROPELLED VEHICLES

Overweight and/or oversize self-propelled vocational vehicles (i.e. cranes, loaders, motor graders, drills) may tow any vehicle eight thousand (8,000) pounds or less when such vehicle is used solely for return trip after delivery of the permitted vehicle.

CHAPTER 11 RESPONSIBILITY/TRAVEL RESTRICTIONS

11.1 PURPOSE AND LEGAL AUTHORITY

This chapter states the responsibility of the permittee and the travel restrictions for overlegal loads and is adopted under the authority of Section 49-1004 and 49-1011, Idaho Code.

11.2 RESPONSIBILITY OF THE PERMITTEE

Information Needed from the Permittee: The permittee shall determine and declare the gross weight of vehicle being permitted, distribution of the weight, and the dimensions of the vehicle and load; and shall submit all other required information before issuance of the permit. The acceptance of an overlegal permit by the permittee is acknowledgment that the vehicle and load covered by the permit can and will be moved in compliance with the terms and limitations set forth in the permit. When a permit has been accepted by the permittee, such action shall be deemed an unequivocal assurance that the permittee has complied, or will comply with all operating, licensing, and financial responsibility requirements.

Certification that Load is Non-Reducible: Upon application, the permittee must certify that steps have been taken to reduce the dimensions and/or weight of vehicle and/or load to legal limitations, or if that is impractical, to reduce the excess to a minimum.

Basic Limitations Shall Not be Exceeded: Overlegal permits shall not be issued for vehicles or loads in excess of the maximum limitations of size or weight or which otherwise exceed the limitations for over legal loads as set forth in these rules, unless exception is made by the Transportation Board, or as otherwise provided herein.

Permit to be Carried in Vehicle:

- a. The overlegal permit must be carried in the vehicle to which it refers during the time of movement and shall upon demand be delivered for inspection to any peace officer or authorized agent of the Idaho Transportation Board or any officer or employee charged with the care and protection of the public highways. The original ITD-217E, *Permit Application for Overlegal Vehicle and/or Load Movement*, must be carried in the vehicle within sixty (60) days of the date of issue.
- b. When the route of the permitted vehicle will not pass in the vicinity of a state operated transceiver station, the applicant may complete an ITD-217-10, *Application for Overlegal Permit Number*, and provide pertinent information by telephone to the Overlegal Permit Office. If the Overlegal Permit Office approves the application, an overlegal permit number will be assigned to complete the ITD-217-10. The ITD-217-10 will serve as evidence of intent to obtain the overlegal permit and will be honored by law enforcement subject to the officer checking with the Overlegal Permit Office.

The applicant must qualify for this procedure by obtaining a permit fee account number. The Overlegal Permit Office will complete the ITD-217-10, *Application for Overlegal Permit Number*, and charge the fee to the applicant's permit fee account number (see Chapter 21).

Movement, Loading, Parking on State Highways:

- The movement of over legal loads shall be made in such a way that the traveled way will remain open at all times to provide for the continuous movement of opposing traffic and to provide for frequent passing of vehicles traveling in the same direction. Overlegal vehicles or loads shall be pulled off the traveled way at every suitable location when necessary to relieve any accumulation of traffic behind such over legal vehicle or load.
- The overlegal vehicle shall not be loaded, unloaded or parked, upon any State highway, except for emergencies, without the specific permission or by direction of the Department or policing agency having jurisdiction over such highway.

11.3 TIME OF TRAVEL RESTRICTIONS

The *Pilot/Escort Vehicle and Travel Time Requirement* map is available at the Idaho Transportation Department, the Overlegal Permit Office, Ports of Entry, and the District Offices.

Oversize loads may be transported on Idaho Highways subject to the following conditions:

Time Restrictions:

- **Red-Coded Routes:** Daylight travel until 2:00 p.m. on Friday and no travel on Saturday or Sunday. Due to low traffic volumes on red-coded routes during the early hours in the mornings of Saturday and Sunday, single trip permits may be issued for dawn to 8:00 a.m.. If the movement is not completed by 8:00 a.m., the permittee will be required to safely park and not proceed until the next day.
- **Black-Coded Routes:** Loads **not in excess** of ten (10) feet wide, one hundred (100) feet long, or fourteen (14) feet six (6) inches high may travel twenty-four (24) hours per day, seven (7) days per week. Loads **in excess** of ten (10) feet wide, one hundred (100) feet long, or fourteen (14) feet six (6) inches high may travel daylight hours seven (7) days per week.
- **Interstate:** Loads **not in excess** of ten (10) feet wide, one hundred and twenty (120) feet long, or fourteen (14) feet six (6) inches high may travel twenty-four (24) hours per day, seven (7) days per week. Loads **in excess** of ten (10) feet wide, one hundred and twenty (120) feet long, or fourteen (14) feet six (6) inches high may travel daylight hours, seven (7) days per week.

Holiday Restrictions:

- The following days are designated as holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas.
- **Red-Coded Routes:** No travel for any load after 2:00 p.m. on the day preceding a holiday or holiday weekend. A holiday weekend occurs as three (3) consecutive days, when a designated holiday occurs on a Friday or Monday, or when the designated holiday occurs on a Saturday or Sunday, in which case the preceding Friday or the following Monday shall be included in such three (3) day holiday weekend. Travel may be resumed at dawn on the day following the holiday or holiday weekend.

- **Black-Coded Routes and Interstate Routes:** Loads in excess of ten (10) feet wide, one hundred (100) feet long, or fourteen (14) feet six (6) inches high may not travel after 4:00 p.m. on the day preceding a holiday; travel may be resumed at dawn on the day following the holiday.

Hours of Darkness: Hours are defined as extending from one-half (1/2) hour after sundown to (1/2) one-half hour before sunrise; or at any other time when visibility is restricted to less than five hundred (500) feet.

Heavy Commuter Traffic Restrictions: The movement of oversize vehicles or loads which are in excess of twelve (12) feet in width, in excess of eighty-five (85) feet in length, or in excess of sixteen (16) feet in height may be prohibited from movement on highways within the city limits of the following cities: Boise, Caldwell, Chubbuck, Coeur d'Alene, Garden City, Idaho Falls, Lewiston, Nampa, Pocatello, and Twin Falls at times of heavy commuter traffic. Unless otherwise defined on the permit, the times of heavy commuter traffic shall be considered to be 6:30 a.m. to 8:30 a.m., 11:30 a.m. to 1:30 p.m. and 4:00 p.m. to 6:00 p.m. This restriction shall not apply to sections of completed Interstate Highway within the above listed cities. A heavy commuter traffic restriction for oversize load travel shall appear on the face of the permit.

Hazardous Travel Conditions Restrictions: Extreme caution in the operation of overweight/oversize vehicle combinations shall be exercised when hazardous conditions exist. The movement of overlegal vehicles and/or loads by overlegal permit shall be prohibited and otherwise valid permits shall automatically become invalid enroute when travel conditions become hazardous due to ice, snow or frost; when visibility is restricted to less than five hundred (500) feet by fog, dust, smoke, smog, or other atmospheric conditions.

Enforcement Authority: Enforcement personnel that are responsible for any section of the highway are authorized to carry out enforcement action for violations involving overlegal permit operations and may delay movement of overlegal vehicles and/or loads for weather restrictions, safety of the public, etc.

Additional Restrictions:

- Additional restrictions relating to movement of buildings and houses are listed in Chapter 18.
- Other time of travel restrictions may be noted on the permit due to special circumstances.

CHAPTER 12 SAFETY REQUIREMENTS

12.1 PURPOSE AND LEGAL AUTHORITY

This chapter states the requirements for pilot/escort vehicles, oversize load signs, warning flags, and lighting and is adopted under the authority of Section 49-1004 and 49-1011, Idaho Code.

12.2 LIGHTING REQUIREMENTS FOR AFTER DARK TRAVEL

Overdimensional vehicles and/or loads that are permitted to travel during hours of darkness shall be required to display lights to mark the extremities of the vehicle and/or load, and shall be in addition to those clearance lights required on legal size vehicles when traveling at night.

- **Standards for Lights on Oversize Vehicles and/or Loads**
 - a. Lights that mark the extremities are only required on overdimensional vehicles traveling after dark. (Dark is defined as one-half (½) hour after sunset to one-half (½) hour before sunrise.)
 - b. The lights must be visible from a minimum of five hundred (500) feet.
 - c. The lights shall be steady burning.
 - d. The color of the lights shall be as follows:
 - **Amber:** Lights on extremities visible from the front of the vehicle and/or load and lights on extremities in the middle or near the front of the vehicle and/or load.
 - **Red:** Lights on extremities visible at the rear or near the rear of the vehicle and/or load.
- **Standards for Lights on Rear Overhang**
 - a. Lights are required when rear overhang exceeds the end of the vehicle by four (4) feet or more.
 - If the overhang is two (2) feet wide or less only one light is required on the end of the overhang.
 - If the overhang is over two (2) feet wide, two (2) lights are required on the end of the overhang to show the maximum width of the overhang.
- **Standards for Warning Lights on Towing Vehicle**
 - a. Amber flashing lights displayed on a towing vehicle operating at night, shall be mounted above the cab and meet the following:
 - Rotating or flashing beacon visible from a minimum of five hundred (500) feet.

12.3 FLAGGING REQUIREMENTS

Warning flags for oversize vehicles and/or loads, excluding extra-length vehicle combinations, shall be marked by warning flags meeting the following:

- a. Warning flags are required on all overwidth vehicles and/or loads and when the rear overhang exceeds the end of the vehicle by four (4) feet or more.
- b. Size - Minimum size of flags is twelve (12) inches by twelve (12) inches.
- c. Color – Red or Fluorescent Orange.
- d. Placement of Flags – On overwidth vehicles and/or loads, flags shall be placed at the four corners and/or extremities of the vehicle and/or load as follows:
 - Front – Fastened to each front corner of the vehicle and/or load if it exceeds legal width.
 - Rear – Fastened to each rear corner of the vehicle and/or load if it exceeds legal width.
 - Side – Fastened to mark any extremity, when extremity is wider than the front or the rear of the vehicle and/or load.
 - Overhang -- If the overhang is two (2) feet wide or less only one flag is required on the end of the overhang. If the overhang is over two (2) feet wide, two (2) flags are required on the end of the overhang to show the maximum width of the overhang.

12.4 SIGNING REQUIREMENTS

Oversize load signs shall meet the following specifications:

- a. **Dimensions** – Eighteen (18) inches high by seven (7) feet wide, letter height ten (10) inches, letter type standard series C, stroke width one and five-eighths (1.41) inch, black letters on yellow background.
- b. **Displaying Signs** – Signs shall be displayed on the front of the towing vehicle and the rear of the oversize load. Shall be displayed on the front and back or roofline of the self-propelled oversize vehicle.
- c. **When Signs are Required** – Oversize load signs shall be required on all vehicles and/or loads exceeding legal width. Signs shall not be displayed when the vehicle is empty and of legal dimensions.

12.5 PILOT/ESCORT VEHICLE REQUIREMENTS

Pilot/escort vehicle(s) shall be furnished by the permittee and shall be either passenger car(s), light truck(s) or vehicle(s) authorized by the Vehicle Size & Weight Specialist. The light truck(s) used as pilot/escort vehicle(s) shall not be loaded in such a manner as to cause confusion to the public as to which vehicle is being escorted. Vehicles towing trailers shall not qualify as pilot/escort vehicles.

- **Pilot/Escort Sign Requirements**

- a. Oversize Load Signs: All pilot/escort vehicles while escorting an oversize load shall display a sign having the words OVERSIZE LOAD. Such signs shall not be displayed and shall be considered illegal except when the pilot/escort vehicle is actually escorting an oversize load.
- b. Dimensions: Ten (10) inches high by five (5) feet wide, type Standard series B, eight (8) inch high letters, one (1) inch stroke width, and black letters on yellow background.

- **Pilot/Escort Vehicle Lighting Requirements**

- a. Flashing or rotating amber lights displayed on the pilot/escort vehicle shall be mounted at each end of the required OVERSIZE LOAD sign above the roofline of the vehicle and be visible from the front and rear of the pilot/escort vehicle. These lights shall meet the minimum standards outlined under oversize vehicle and/or load lighting requirements.

As an alternate, a pilot/escort vehicle may display one (1) rotating or flashing amber beacon visible from a minimum of five hundred (500) feet, mounted above the roofline and visible from the front and rear of the pilot/escort vehicle.

- **Pilot/Escort Vehicle Equipment**

A pilot/escort vehicle shall carry the following items of equipment when escorting an overlegal vehicle and/or load:

- a. Standard eighteen (18) inch STOP & SLOW paddle sign.
- b. Three (3) bi-directional emergency reflective triangles.
- c. A minimum of one (1) five (5) pound B,C, fire extinguisher.
- d. A reflectorized orange vest, shirt, or jacket, which must be worn by the operator when working out of the vehicle.
- e. Two (2) additional oversize load signs.
- f. Non-metallic Height Pole for determining vertical clearances (when required)
- g. Valid driver's license.
- h. Two-Way Radio – On all movements requiring a pilot/escort vehicle, both the towing unit and the pilot/escort vehicle(s) shall be equipped with two-way radio equipment licensed under Federal Communications Commission regulations adequate to provide reliable voice communication between the drivers thereof at all times during the movement of the escorted vehicle and/or load. Transmitting and receiving capabilities of the radio equipment used shall be adequate to provide the required communication over a minimum distance of one-half (1/2) mile separation under conditions normally encountered along the proposed route.

Radio communication shall be open and monitored between the pilot/escort vehicle(s) and oversize vehicle and/or load at all times during movement.

- **Pilot/Escort Vehicle Placement**

- Front Pilot/Escort Vehicle — The movement of an oversize vehicle and/or load shall be preceded by a pilot/escort vehicle on those sections of highway where the vehicle and/or load cannot travel within its proper travelway lane.
- Rear Pilot/Escort Vehicle — As authorized by Section 49-940, Idaho Code, when the width of a load obstructs the driver's view to the rear or when traffic control is required, a rear pilot/escort shall be required to accompany the oversize load and to communicate with the driver of the permitted load concerning impeded overtaking traffic for the purpose of providing passing opportunity.
- Advance Pilot/Escort Vehicle — A third pilot/escort, may be required when the load is of such extreme dimensions for the route of travel as to require holding opposing traffic at turnouts and intersections to provide for passage of the load.
- First Movement from the Forest — A pilot/escort vehicle is not required on the first movement from the forest of tree-length logs or poles if the overall length does not exceed one hundred ten (110) feet. Secondary movements must comply with the requirements stated on the Pilot/Escort Vehicle and Travel Time Requirements map.
- Spacing — Approximately one thousand (1,000) feet shall be maintained in rural areas between the escorting vehicle and any oversize load. This spacing may be reduced in urban areas when necessary to provide traffic control for turning movements.

12.6 CONVOY OF OVERLEGAL LOADS

- Convoying Oversize Loads: Oversize loads which individually would require a pilot/escort vehicle, except overwidth manufactured homes, office trailers, may be permitted to travel in convoy with pilot/escort vehicles in front of and behind the convoy, but such convoys shall not exceed four (4) oversize loads or vehicles between pilot/escort vehicles.

Maximum width of units in a convoy shall be limited to fourteen (14) feet six (6) inches on the interstate system or on black-coded routes of the Pilot/Escort Vehicle and Travel Time Requirements Map and to twelve (12) feet six (6) inches on red-coded routes of the Pilot/Escort Vehicle and Travel Time Requirements Map. Oversize loads, which do not individually require a pilot/escort vehicle, may travel in convoy without pilot/escort vehicles.

Maximum length of units in a convoy shall be limited to one hundred (100) feet on red-coded and black-coded routes of the Pilot/Escort Vehicle and Travel Time Requirements Map and one hundred twenty (120) feet on the interstate system.

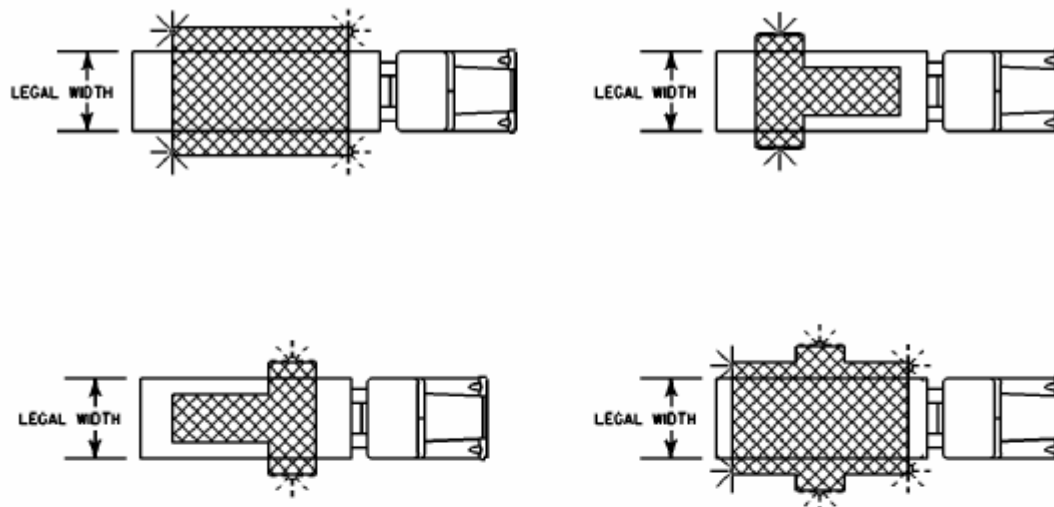
- Convoying Manufactured Homes, Office Trailers: No convoy of overwidth manufactured homes and office trailers shall include more than two (2) units and two (2) escorting vehicles.

- On those routes where pilot/escort vehicles are required in front and rear of an overwidth manufactured home and office trailers, two (2) units may travel in convoy between such escorting vehicles.
- On routes requiring only a front pilot/escort vehicle, the manufactured home and office trailers mover may have the option of convoying two (2) units between front and rear pilots/escorts.
 - c. At no time shall more than one (1) manufactured home or office trailer be escorted by one (1) pilot/escort vehicle. Minimum spacing of approximately one thousand (1000) feet shall be maintained between all units in a convoy except when a pilot/escort vehicle is required to control traffic in turning movements.

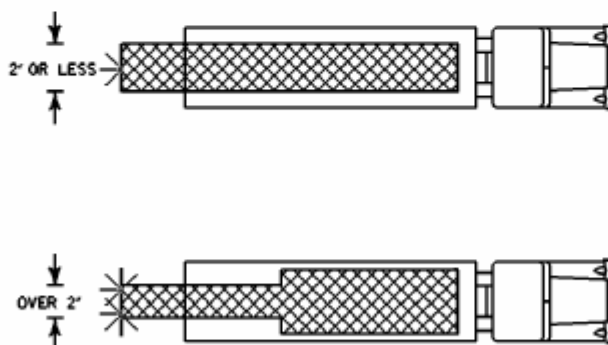
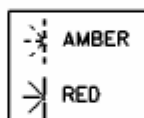
12.7 PILOT/ESCORT VEHICLE AND TRAVEL TIME REQUIREMENTS MAP

Color-coded maps on pilot/escort vehicle and travel time requirements for overwidth loads are available from the headquarters Overlegal Permit Office, Ports of Entry statewide, and all Idaho Transportation Department District offices. The routes on the map are based on the ability of the road to carry the overall maximum width of the load (not just base width) and the character of the route of travel.

OVERLEGAL PERMIT CONDITIONS

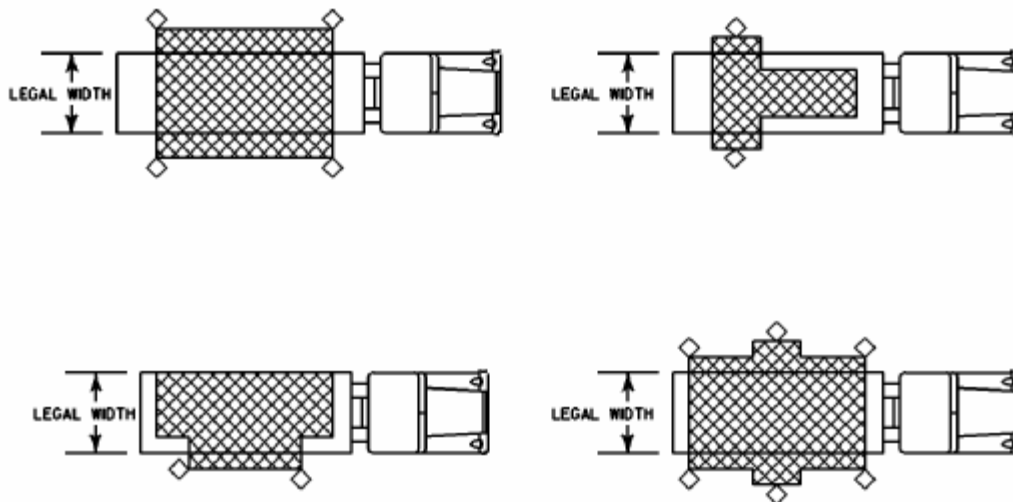


EXAMPLES FOR WARNING LIGHTS ON OVERWIDTH LOADS

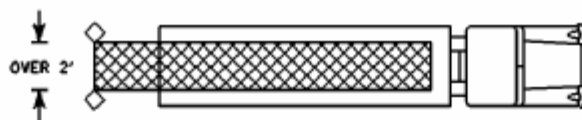
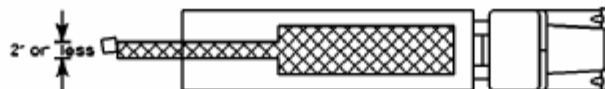


EXAMPLES FOR RED WARNING LIGHTS ON OVERLENGTH LOADS WITH A REAR END OVERHANG OF FOUR FEET OR MORE FROM END OF TRAILER

OVERLEGAL PERMIT CONDITIONS



RED OR FLORESCENT ORANGE WARNING FLAGS ON OVERWIDTH LOADS

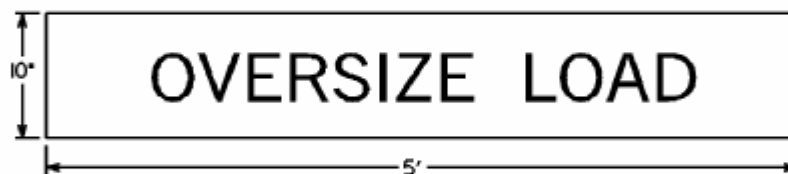


RED OR FLORESCENT ORANGE WARNING FLAGS ON OVERWIDTH LOADS OR LOADS WITH A REAR END OVERHANG OF FOUR FEET OR MORE FROM END OF TRAILER

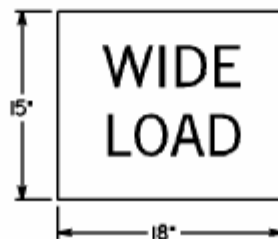
OVERSIZE LOAD SIGNS MINIMUM REQUIREMENTS ON OVERSIZE VEHICLE OR LOAD



LETTER HEIGHT 10", LETTER TYPE STANDARD SERIES C, STROKE WIDTH $1\frac{5}{8}"$, BLACK LETTERS ON YELLOW BACKGROUND.



LETTER HEIGHT 8", LETTER TYPE STANDARD SERIES B, STROKE WIDTH 1", BLACK LETTERS ON YELLOW BACKGROUND.



MINIMUM 6" LETTER HEIGHT, MINIMUM $\frac{3}{4}"$ STROKE, BLACK LETTERS ON YELLOW BACKGROUND

CHAPTER 13 OVERWEIGHT PERMITS

13.1 PURPOSE AND LEGAL AUTHORITY

This chapter describes weight restrictions and conditions that can be authorized by Overlegal Permits for vehicles and/or loads consisting of single non-reducible items and is adopted under the authority of Sections 49-1004 and 49-1011, Idaho Code.

13.2 GENERAL REQUIREMENTS

- **Registration.** Any vehicle hauling or towing non-reducible loads subject to registration, is not required to register for the maximum legal weight it can haul to be eligible for an overweight permit. Farm tractors, road rollers, and road machines that are exempt from registration are not exempt from legal weight limitations.
- **Overweight Permit Requirements.** Overweight permits will be issued for vehicles and/or loads that exceed legal axle weights and/or 80,000 pounds, and are non-reducible only, with the weight reduced to a practical minimum, except that a permit may be issued for a machine with accessories that is loaded separately on the transporting vehicle.
- **Axle Requirements.** Vehicles hauling overweight loads will be required to have five (5) or more axles to qualify for an overweight permit. Self-propelled vocational vehicles or vehicles towing overweight loads may have less than five (5) axles to qualify for an overweight permit.
- **Variable Load Suspension Axle Requirements.** Any vehicle which is equipped with variable load suspension axles (lift axles) shall have all lift axles fully deployed when transporting overweight loads.

13.3 MAXIMUM OVERWEIGHT LEVELS

- **Single Trip Permit Only.** Vehicles or loads exceeding the axle weights, groups of axle weights, or total gross weights allowed on any of the overweight levels described in the following information may operate by single trip permits only.
- **Allowable Gross Vehicle Weight.** The gross vehicle weight allowable by overweight permit is subject to the seasonal stability of the roadway and the capacity of the structures on the route of travel.
- **Levels of Overweight.** For the purpose of issuing overlegal permits, five (5) levels of overweight are established, based on the weight formula of $W = 500((LN/N-1) + 12N + 36)$. Weight Formula. "W" is the maximum weight in pounds (to the nearest five hundred (500) pounds) carried on any group of two (2) or more consecutive axles. "L" is the distance in feet between the extremes of any group of two (2) or more consecutive axles, "N" is the number of axles under consideration and "F" is the load factor most appropriate based on the most critical bridge on the highway route.
- **Maximum Weights.** The maximum overweight levels shall not exceed eight hundred (800) pounds per inch width of tire nor the maximum weights authorized by the preceding section.

- **Overweight Routes.** For carrying the various levels of overweight, routes are designated by the following color coding:
 - a. **Red Routes** — The red routes contain posted bridges and require approval or analysis from the Department. A vehicle configuration may be issued an annual overweight/oversize permit for travel on red routes only, upon completion of an analysis verifying the requested weights are acceptable. The annual permit will be issued for a specific vehicle configuration, operating on a specific route, at specific weights. All information will be listed on the annual permit and will be subject to revocation at such time the vehicle configuration changes (such as axle spacings), the approved weights change, or a bridge rating changes. Annual permits issued for red routes will be in addition to the annual permit required for other routes.
 - b. **Yellow Routes** — The yellow overweight level is based on a single axle loading of twenty-two thousand five hundred (22,500) pounds, a tandem axle loading of thirty-eight thousand (38,000) pounds, and a tridem axle loading of forty-eight thousand (48,000) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 560 ((LN/N-1) + 12N + 36)$.
 - c. **Orange Routes** — The orange overweight level is based on a single axle loading of twenty-four thousand five hundred (24,000) pounds, a tandem axle loading of forty-one thousand (41,000) pounds, and a tridem axle loading of fifty-one thousand (51,000) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 600 ((LN/N-1) + 12N + 36)$.
 - d. **Green Routes** — The green overweight level is based on a single axle loading of twenty-five thousand five hundred (25,500) pounds, a tandem axle loading of forty-three thousand five hundred (43,500) pounds, and a tridem axle loading of fifty-four thousand five hundred (54,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 640 ((LN/N-1) + 12N + 36)$.
 - e. **Blue Routes** — The blue overweight level is based on a single axle loading of twenty-seven thousand (27,000) pounds, a tandem axle loading of forty-six thousand (46,000) pounds, and a tridem axle loading of fifty-seven thousand five hundred (57,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 675 ((LN/N-1) + 12N + 36)$.
 - f. **Purple Routes** — The purple overweight level is based on a single axle loading of thirty thousand (30,000) pounds, a tandem axle loading of fifty-one thousand five hundred (51,500) pounds, and a tridem axle loading of sixty-four thousand five hundred (64,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 755 ((LN/N-1) + 12N + 36)$.
 - g. **Black Routes** — The black overweight level is based on a single axle loading of thirty-three thousand (33,000) pounds, a tandem axle loading of fifty-six thousand (56,000) pounds, and a tridem axle loading of seventy thousand five hundred (70,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 825 ((LN/N-1) + 12N + 36)$.

- **Map Resources.** Route capacity maps are available at the Idaho Transportation Department, Overlegal Permit Office, Ports of Entry statewide, and all District offices. A route capacity map will accompany each annual overweight/oversize permit.

13.4 ADDITIONAL WEIGHT ABOVE ALLOWED MAXIMUMS

Increased loading of weight above the maximum weights in this chapter may be allowed for wide axles, extra tires or both. Requests to transport vehicle and/or loads at weights in excess of the maximum weights normally allowed, on a routine basis, will require, at a minimum, an additional review and approval from the Overlegal Permit Office and may require an engineering analysis when structures are involved on the route(s) to be traveled. The Department may waive the requirement for engineering analysis provided sufficient prior analyses for similar loadings have been performed by the Department for the involved structures. The Department may take up to twenty-four (24) working hours to approve or deny the request when a simple analysis is required.

- The following information may be requested, to be provided to the Overlegal Permit Office when an in-depth engineering analysis is required:
 - a. **Drawing of Vehicle.** A schematic drawing or other specific information with regard to placement of axles, distances between axles and/or wheels, and distribution of gross weight on axles and/or wheels.
 - b. **Required Information.** The applicant shall provide the Department the information required for conducting the analysis as soon as possible. A minimum of two (2) weeks shall be expected prior to approval or denial of the proposed move.
 - c. **Engineering Analysis Fee.** The applicant shall deposit one hundred dollars (\$100) with the Department as a deposit on the cost required to undertake the engineering analysis of the vehicle combination.
 - d. **Additional Fee for Movement Requiring an Inspector.** At the time a permit is issued which requires an inspector, the issuing office shall require a deposit of one hundred dollars (\$100) in addition to permit fee. This deposit shall be applied to the cost incurred by the Department in furnishing the inspector with vehicle and equipment necessary in the inspection surveillance.

CHAPTER 14 SPRING BREAKUP POLICY

14.1 PURPOSE AND LEGAL AUTHORITY

This chapter states the size, weight, or speed limit restrictions the Department may place on the state highway system if the operation of vehicles could cause damage to the road due to climatic or other conditions and is adopted under the authority of Sections 40-312 and 49-1005, Idaho Code.

14.2 LEGAL WEIGHT LIMITS MAINTAINED ON CERTAIN HIGHWAYS

The policy of the Department is to maintain legal load limits on the Interstate highway system and arterials serving through-state traffic or connecting major termini, unless conditions are so severe that breakup will result. Spring breakup restrictions are required because of a seasonal characteristic in which freeze/thaw cycles occur, making the roadway unstable and reducing its load-bearing capability. The load-bearing capacity may be temporarily restored by a freeze-up of the pavement after a section has been posted for load and speed restrictions.

14.3 ENFORCEMENT OF POSTED WEIGHT AND/OR SPEED RESTRICTIONS

The Districts will sign and mark affected state highways the day before the weight and/or speed restrictions are in effect. The weight and/or speed restrictions will be enforced the day after the Districts sign and mark a state highway. Customers who subscribe to the load limit bulletin shall receive advance notification via mail from the Overlegal Permit Office of upcoming weight and/or speed restrictions.

14.4 TYPE OF LOAD RESTRICTIONS

Depending upon the type of road construction, the amount of moisture, temperature conditions, and the severity of frost heaves and breakup, routes or sections of routes will be posted for restricted loadings to one (1) of the following categories as required to protect the roadway and in the interests of public safety.

1. Maximum of legal allowable weight,
2. Maximum of sixteen thousand (16,000) pounds on any axle,
3. Maximum of fourteen thousand (14,000) pounds on any axle, and
4. Maximum of twelve thousand (12,000) pounds on any axle.

14.5 WEIGHT LIMITS BASED ON TIRE SIZES

In administering load limits based on tire sizes or width of tires, credit for tubed tires will be based on the manufacturer's width marked on the tire. For example, a ten-point zero-zero by twenty-four (10.00 x 24) tire will be given credit for ten (10) inches of tire width.

Tubeless tires will be given credit for the width of the conventional tubed tires, which they replace.

14.6 SPEED RESTRICTIONS

On those sections of highways which are posted for a maximum of legal loads, or to less than legal loads, trucks and buses with a gross weight of ten thousand (10,000) pounds or more will be restricted in critical areas to a maximum speed of thirty (30) miles per hour.

Restricted speed zones will be marked by red and yellow markers. These markers will generally be attached to existing highway signposts and when properly used will afford protection to the highway subgrade and surface as well as speeding the flow of traffic.

- A red marker will mean speed is restricted to thirty (30) miles per hour.
- A yellow marker will mean that legal speed may be resumed.

14.7 OVERLEGAL PERMIT POLICY DURING SPRING BREAKUP

Spring breakup weight restrictions are primarily concerned with limiting the weight imposed on the highway by individual axles rather than the total gross weight of vehicles or combinations of vehicles. It will therefore be permissible to issue overweight permits (non-reducible vehicles and/or loads), which exceed legal allowable total gross load for a vehicle or combination of vehicles, but that does not exceed the posted axle weights.

- Suspended Weight Limits. Movement of overweight vehicles and/or loads by overlegal permit will be suspended on highways when seasonal axle limits are posted.

14.8 WIDTH LIMITATION ON TWO (2) LANE ROAD

A spring breakup weight restriction to less than legal weight shall automatically place a restriction on width allowed by overlegal permit. On any section of highway restricted to less than legal weight, the maximum width by overlegal permit shall be restricted to twelve (12) feet six (6) inches during the period of the weight restriction.

14.9 SPECIAL ALLOWANCES FOR EMERGENCY/CRITICAL SERVICE VEHICLE

District Engineers may allow exceptions to the spring breakup weight restrictions for emergency and critical service vehicle(s), i.e. fire trucks, heating fuel trucks, and other such service vehicles which are critical to the health and safety of the public. Documentation of special allowance shall be in writing from the District Engineer and must be carried in the vehicle.

14.10 TEMPORARY WAIVER OF POSTED WEIGHT AND SPEED RESTRICTIONS

District Engineers may provide a temporary waiver of the spring breakup restrictions by posting GREEN markers on the speed limit signs, and on other signs, if appropriate, within a section of highway posted for reduced loads. In addition to posting green markers, a status report of the posted section will be provided by the area Maintenance Foreman to the District Maintenance Office, who will notify area State Police, Ports of Entry, the local Sheriff's office, and the Overlegal Permit Office.

14.11 LOAD LIMIT BULLETIN

The Department shall publish a bulletin twice weekly listing the highways restricted under the provisions of this chapter. Such bulletin shall only be published when such restrictions exist. A subscription for this bulletin shall be available for a fee of fifteen dollars (\$15) per calendar year (January 1 to December 31).

CHAPTER 15 INTERSTATE EXCESS WEIGHT PERMITS

15.1 PURPOSE AND LEGAL AUTHORITY

This chapter authorizes the issuance of overlegal permits to allow vehicle combinations to operate in excess of eighty thousand (80,000) pounds on the Interstate system if legal axle weight limits are not exceeded and is adopted under the authority of Sections 49-1004 and 49-1011, Idaho Code.

15.2 GENERAL REQUIREMENTS AND CONDITIONS

Weights Allowed on Interstate. The Federal Highway Amendments Act of 1974 established allowable legal weight limits on Interstate System Highways at twenty thousand (20,000) pounds on single axles, thirty-four thousand (34,000) pounds on tandems, and formula weights for total gross loads not exceeding eighty thousand (80,000) pounds.

Permits to Exceed Eighty Thousand (80,000) Pounds Gross Weight. Excess weight permits will be issued for vehicle combinations operating on Interstate Routes with total gross loads exceeding eighty thousand (80,000) pounds but not to exceed twenty thousand (20,000) per single axle, thirty-four thousand (34,000) per tandem, and not to exceed the weight limit for any group of two (2) or more consecutive axles established by Section 49-1001, Idaho Code.

Combination excess weight and extra-length permits are available.

CHAPTER 16 NON-REDUCIBLE VEHICLES/LOADS

16.1 PURPOSE AND LEGAL AUTHORITY

This chapter states the maximum sizes of vehicles and/or loads, which are in excess of the sizes stated in Section 49-1010, Idaho Code, that can be allowed by overlegal permit. It does not apply to the transport of oversize manufactured homes or office trailers (see chapter 17).

16.2 GENERAL OVERSIZE LIMITATIONS

Maximum Dimensions Allowed: The maximum dimensions of oversize vehicles and/or loads shall depend on the character of the route to be traveled. Width of the roadway, alignment and sight distance, vertical or horizontal clearance, and traffic volume shall all be considered. Overlegal permits will not normally be issued for movements which cannot allow for the passage of traffic as provided in Chapter 11, except under special circumstances when an interruption of low volume traffic may be permitted (not to exceed ten (10) minutes) or when adequate detours are available.

Practical Minimum Dimension: Oversize loads shall be reduced to a practical minimum dimension. Except as noted below, permits will not be issued to exceed legal size if the load is more than one (1) unit in width, length, or height nor shall permits be utilized for multiple unit loads which may be reduced in number of units and positioned to meet legal dimensions established in Section 49-1010, Idaho Code.

Multiple Unit Overwidth Loads: Multiple unit overwidth loads must be transported on legal dimension vehicles. Overwidth loads may be transported on extra-length combinations not exceeding seventy-five (75) feet combination length exclusive of load overhang.

Overwidth Overhang: Overwidth loads shall distribute overhang to the sides of the trailer as evenly as possible.

16.3 DISTRICT APPROVAL AND ALLOWANCE FOR APPROVAL TIME

District approval is required when vehicles or loads exceed: sixteen (16) feet wide on red coded routes, eighteen (18) feet wide on black and interstate highways. (See Pilot/Escort Vehicle and Travel Time Requirements Map for color coded routes.)

Maximum limitations shall be as follows:

- No loads over twenty-four (24) feet wide shall be allowed on interstate highways,
- Sixteen (16) feet high on any route, and
- One hundred twenty (120) feet long on any route.

District approval will be obtained by the Overlegal Permit Office and may require up to twenty-four (24) working hours.

16.4 OVERLENGTH RESTRICTIONS

Permitted oversize vehicles which exceed four (4) feet of front overhang on any vehicle in the combination, are restricted to daylight travel only on two (2) lane, two (2) way highways.

16.5 PERMITS FOR MULTIPLE-WIDTH OR MULTIPLE-HEIGHT LOADING

Cylindrical Hay Bales: Overlegal permits may be issued for overwidth transportation of cylindrical hay bales, produced by balers having bale chambers, which may be five (5) feet or more in width. Such bales may be loaded two (2) bales wide and two (2) bales high. Hauling vehicles eligible for permit for this purpose shall be legal size vehicles registered for travel on public highways. Operation of such overwidth loads shall be subject to the same time of travel and other safety requirements as other overwidth loads having a similar width. This type of operation is intended as an option to the use of farm tractors hauling such loads on size-exempt implement of husbandry vehicles.

Maximum width of cylindrical hay bales may not exceed eleven (11) feet six (6) inches.

Reducible Height Loads: Overlegal permits may be issued to allow the transportation of reducible loads in excess of fourteen (14) feet high, but not in excess of fourteen (14) feet nine (9) inches high on designated highways. The vehicle height must not exceed fourteen (14) feet. A map listing the designated highways is available at the Idaho Transportation Department Overlegal Permit Office.

16.6 OVERSIZE HAULING EQUIPMENT RESTRICTIONS

Oversize Hauling Equipment Permits: The permit issued for oversize loads being hauled on oversize equipment will also be valid for the unladen movement or an incidental haul, but shall not include commodities either to or from the point of loading or unloading of the oversize load. The permittee is required to carry proof that the unladen movement or incidental haul is on the way to or from the point of loading or unloading of the oversize load.

Load Dimensions: Any load exceeding the dimensions of the trailer shall be non-reducible in size, and any load exceeding legal allowable weight shall be non-reducible in weight.

Nine Foot Wide Hauling Equipment: Overlegal permits may be issued for nine (9) foot wide trailers hauling non-reducible loads smaller than nine (9) feet wide. Permits shall not be issued for trailers over nine (9) feet wide hauling any load on an overwidth vehicle unless such vehicle has been designed and constructed for the specific purpose of hauling a particular load, the nature of which makes it impossible to be hauled on a legal width vehicle, and does not exceed 10 feet.

Hauling Equipment in Excess of Ten (10) Feet: Special overwidth hauling vehicles exceeding ten (10) feet in width will be permitted, and may be required, in the hauling of excessively heavy loads to improve the lateral distribution of weight, or when a combination of weight, width, or height makes extra width in the hauling vehicle desirable in the public interest. The use of such vehicles more than ten (10) feet in width shall be restricted to loads requiring an overwidth hauling vehicle and the backhaul permit shall be for the unladen vehicle.

Buildings: Buildings which are too wide to be safely transported on legal-width hauling vehicles shall be moved either on house moving dollies or on trailers, which can be reduced to legal width for unladen travel.

16.7 PERMITS FOR IMPLEMENTS OF HUSBANDRY AND FARM TRACTORS

FARM to FARM Movement of Implements of Husbandry: Implements of husbandry that are being moved from a farm to a farm that exceed eight (8) feet six (6) inches in width are not required to have an overwidth permit, unless the implements of husbandry are being moved by a common carrier operation or a private carrier operation. Implements of husbandry that are moved for hire, or used in the furtherance of a business (not to include farming operations), are subject to the same overlegal permit conditions as other oversize vehicles and/or loads, and must operate under oversize permits and are not eligible for the implements of husbandry permits.

Other Than Farm to Farm Movement of Implements of Husbandry: Implements of husbandry that are being moved other than farm to farm and that exceed eight (8) feet six (6) inches, are required to be permitted. Common carrier operations (hauling for hire) and private carrier operations (used in the furtherance of a business) must operate under oversize permits and are not eligible for the implements of husbandry permits.

Interstate Highway Travel of Farm Tractors: Farm tractors having a width in excess of nine (9) feet that are being moved from a farm to a farm and involving interstate highway travel are required to be permitted, unless the farm tractor is attached to an implement of husbandry or drawing an implement of husbandry which then qualifies the farm tractor to be exempted from being permitted. Common carrier operations (hauling for hire) and private carrier operations (used in the furtherance of a business) must operate under oversize permits and are not eligible for the implements of husbandry permits.

Oversize and Implement of Husbandry Permits: Annual and single trip permits must be ordered at the Overlegal Permit Office. For single trip permits, the operator may post a security bond to establish credit (See Chapter 21) and thereby qualify to complete an application form, call the Overlegal Permit Office for a permit number, and carry the application form with the overwidth vehicle in lieu of the overlegal permit form.

Annual Permits: Under provisions of Chapter 19, annual permits will be issued to towing units or to self-propelled farm tractors or towed units, or blanket permits may be issued to an Idaho-domiciled applicant without vehicle identification. Such blanket permits may be transferred from one vehicle to another vehicle, but shall be valid only when the permit is with the overwidth vehicle and/or load. A photocopy of the permit is valid provided that the Pilot/Escort Vehicle and Travel Time Requirements Map and Vertical Clearance of Structures Map furnished by the Idaho Transportation Department are included. Such annual permits for implements of husbandry or farm tractors are subject to the same maximum dimensions, travel time exclusions, and safety requirements as other overwidth annual permits and are valid for continuous travel for twelve (12) consecutive months.

CHAPTER 17 MANUFACTURED HOMES/MODULAR BUILDINGS/OFFICE TRAILERS

17.1 PURPOSE AND LEGAL AUTHORITY

This chapter states the regulations for overlegal permits issued for the movement of manufactured homes, modular buildings and office trailers in excess of the sizes allowed by Section 49-1010, Idaho Code and is adopted under the authority of Sections 49-1004 and 49-1011, Idaho Code.

17.2 GENERAL PROVISIONS

Paneling of Open Sides. Shall be rigid material, or six (6) mil plastic sheathing (or stronger) backed by a grillwork to prevent billowing and fully enclosed open sides of section in transit.

Interior Loading. If the manufactured home or office trailer is to transport furnishings or other loose objects they shall be secured in position for safe travel.

Construction. Modular buildings shall be constructed in accordance with the Uniform Building Code as applies to design and construction requirements that will affect overall structural strength and roadability. Manufactured homes and offices shall be constructed in accordance with Federal HUD Manufactured Home Construction and Safety Standards.

Oversize Manufactured Homes or Office Trailers. Oversize manufactured homes or office trailers must be transported under authority of this chapter. Chapter 16 does not apply to the transport of manufactured homes or office trailers.

Manufactured Homes. This chapter applies only to manufactured homes and does not apply to individual components utilized in the manufacturing of manufactured homes (i.e. frames, suspension, etc.). Permits may be issued to authorize transport of components for manufactured homes or office trailers under Chapter 16.

Signs. All manufactured homes, modular buildings and office trailers whether hauled or towed shall be required to display an oversize load sign, even if no pilot/escort vehicle is required. The sign shall meet the following dimensions — eighteen (18) inches high by seven (7) feet wide, letter height ten(10) inches, letter type standard series c, stroke width one and five-eighths (1 5/8) inch, black letters on yellow background.

Warning Flags. All manufactured homes, modular buildings and office trailers whether hauled or towed shall be required to display flags on all four corners. The flags may be red or fluorescent orange.

Permits. Annual permits will allow travel on the following routes at the following dimensions:

Route	Base Width	Overall Width	Height	Overall Length
Red		12'6"	15'6"	110"
Black	14'	18'	15'6"	110"
Double Black	16'	18'	15'6"	110"

*** Double black routes are the Interstate and 4 lane highways.*

The routes referred to above are on the Pilot/Escort Vehicle and Travel Time Requirements map.

When exceeding the above maximum dimensions allowed for a route, movement will be allowed only by single trip permit.

Manufactured homes, modular buildings and offices exceeding sixteen (16) feet overall width, being towed on their own axles, on two lane highways, will be required to submit for approval a traffic control plan. The traffic control plan shall list at a minimum the following information — the date of move, routes of travel, turnouts for traffic relief, and dimensions of load.

17.3 REGISTRATION AND LICENSING REQUIREMENTS

All manufactured homes and office trailers moved on any public highway are required to be licensed, permanently or temporarily, with the exception of, new manufactured homes, being transported either prior to first sale at retail or to the initial setup location of the original purchaser. The manufactured home and office trailer registration and general property tax receipt shall be made available for inspection upon demand of any enforcement officer.

17.4 INSURANCE REQUIREMENTS

The permittee or the driver of the vehicle towing overwidth manufactured homes and office trailers shall be required to carry evidence of general liability insurance in the permitted vehicle written by a company licensed in Idaho showing coverage in the minimum amounts of:

- Three hundred thousand dollars (\$300,000) when hauling permittee's own manufactured home.
- Seven hundred and fifty thousand dollars (\$750,000) insurance coverage, and have proper authority when hauling for hire.

17.5 HAZARDOUS TRAVEL CONDITIONS RESTRICTIONS

When travel conditions become hazardous due to ice, snow or frost; when visibility is restricted to less than five hundred (500) feet by fog, dust, smoke, smog, or other atmospheric condition; or when wind velocity exceeds twenty (20) miles per hour, the movement by overlegal permit of manufactured homes, modular buildings and office trailers shall be prohibited and otherwise valid permits shall automatically become invalid enroute.

The wind velocity limitation shall not apply to manufactured homes, modular buildings or office trailers transported on five (5) axle truck tractor and semi-trailer combinations similar in weight and construction to those used in general trucking operations.

17.6 TIME OF TRAVEL REQUIREMENTS

Manufactured homes, modular buildings, and office trailers exceeding ten (10) feet in width, will be restricted to daylight travel only. When less than ten (10) feet wide, twenty-four (24) hour travel will be allowed, and must meet the following lighting requirements:

- a. Must be visible from five hundred (500) feet.
- b. Shall be steady burning
- c. Shall be the following color:
 - Amber: Lights visible from the front of the load and the extremities in the middle or near the front of the load
 - Red: Lights visible from the back of the load and the extremities near the back of the load.

17.7 TOW REQUIREMENTS

Connection Device. A ball hitch coupler.

Length. Not in excess of eighty (80) feet including the tongue.

Width. Shall be limited to sixteen (16) feet at the base and shall not exceed eighteen (18) feet overall width including the eaves. **Determination of manufactured home office trailer width shall be exclusive of such appurtenances a clearance lights, door handles, window fasteners, door and window trim, moldings and load securement devices up to but not in excess of three (3) inches on each side of the load.

Eaves. The eaves may extend up to sixteen (16) inches as long as the eighteen (18) feet maximum overall width limitation is not exceeded.

Weight. The maximum allowable load for any vehicle tire operated on any public highway shall be in accordance with Code of Federal Regulations Title 24, Chapter 20, Office of Assistant Secretary for Housing – Federal housing Commissioner, Department of Housing and Urban Development, Part 3280, Subpart J, (CFR Title 24)

Running Gear Assembly, General. The entire system (frame, drawbar, and coupling mechanism, running gear assembly including brake systems, axles and lights) shall be in accordance with CFR 24, for the year the manufactured home was built. In addition thereto, all tires used in transportation of manufactured homes under this category shall be in accordance with Federal Motor Carrier Safety Regulations, part 393.

Construction. Construction shall be in accordance with CFR 24, for the year the manufactured home was built.

Axles. All axles shall be in accordance with CFR 24, for the year the manufactured home was built, except that sixteen (16) foot wide (at the base) manufactured homes shall be required to have a minimum of four (4) axles.

Brakes. Brakes shall be in accordance with CFR 24, for the year the manufactured home was built, except that sixteen (16) foot wide (at the base) manufactured homes shall be required to have brakes on a minimum of 3 axles.

Lights. The unit shall have stop lights, turn signals and tail lights that meet the requirements of Federal Motor Carrier Safety Standards, section 393.

Safety Chains. Two (2) safety chains shall be used, one (1) each on right and left sides of, but separate from, the coupling mechanism connecting the tow vehicle and the manufactured home while in transit. Chains shall be three eighths (3/8) inch diameter steel. Chains shall be strongly fastened at each end to connect the tow vehicle and manufactured home and assure that in the event of a coupling failure the manufactured home will track behind the tow vehicle.

17.8 VEHICLE REQUIREMENTS FOR TOWING

Towing Vehicle. Tow vehicles for manufactured homes and office trailers shall comply with the following minimum requirements:

Width of Manufactured Homes/ Office Trailers	Tire Width	Drive Axle Tire Rating	Min. Unladen Weight	Rear Axle Rating
Over 8' to 10'	7.00 "	6 Ply	6,000 #	None
Over 10' to 12'	8.00"	8 Ply	8,000#	15,000#
Over 12'	8.25"	10 Ply	12,000#	15,000#

Brakes. Shall be in accordance with Federal Motor Carrier Safety Regulations part 393.

Hitch Assembly. Shall meet the requirements of Federal Motor Carrier Safety Regulations, part 393.

Horsepower Requirement. When towing a manufactured home or office trailer a minimum speed of twenty-five (25) mph must be maintained.

Operator Requirements. Operators of vehicles towing manufactured homes, modular buildings and office trailers over ten (10) feet wide at the base shall have a class A or B Commercial Driver's License (CDL) as appropriate.

Rear Axle. Towing vehicle shall have a minimum of a single axle with dual mounted tires.

Speed Limit Requirements. Vehicles towing manufactured homes, modular buildings and offices, shall be limited to a maximum of sixty (60) miles per hour.

Two-Way Radio.

- a. On all movements requiring a pilot/escort vehicle, both the towing unit and the pilot/escort vehicle(s) shall be equipped with two-way radio equipment, licensed under Federal Communications regulations adequate to provide reliable voice communication between the drivers thereof at all times during the movement of the escorted load. Transmitting and receiving capabilities of the radio equipment used shall be adequate to provide the required communication over a minimum distance of one-half (1/2) mile separation under conditions normally encountered along the proposed route.
- b. Radio communication shall be open and monitored between pilot/escort vehicle(s) and oversize load at all times during movement.

17.9 HAULING REQUIREMENTS

Length. Not in excess of eighty (80) feet.

Width. Not in excess of sixteen (16) feet at the base and eighteen (18) feet overall.

Eaves. The eaves may extend up to sixteen (16) inches as long as the eighteen (18) foot maximum overall width limitation is not exceeded.

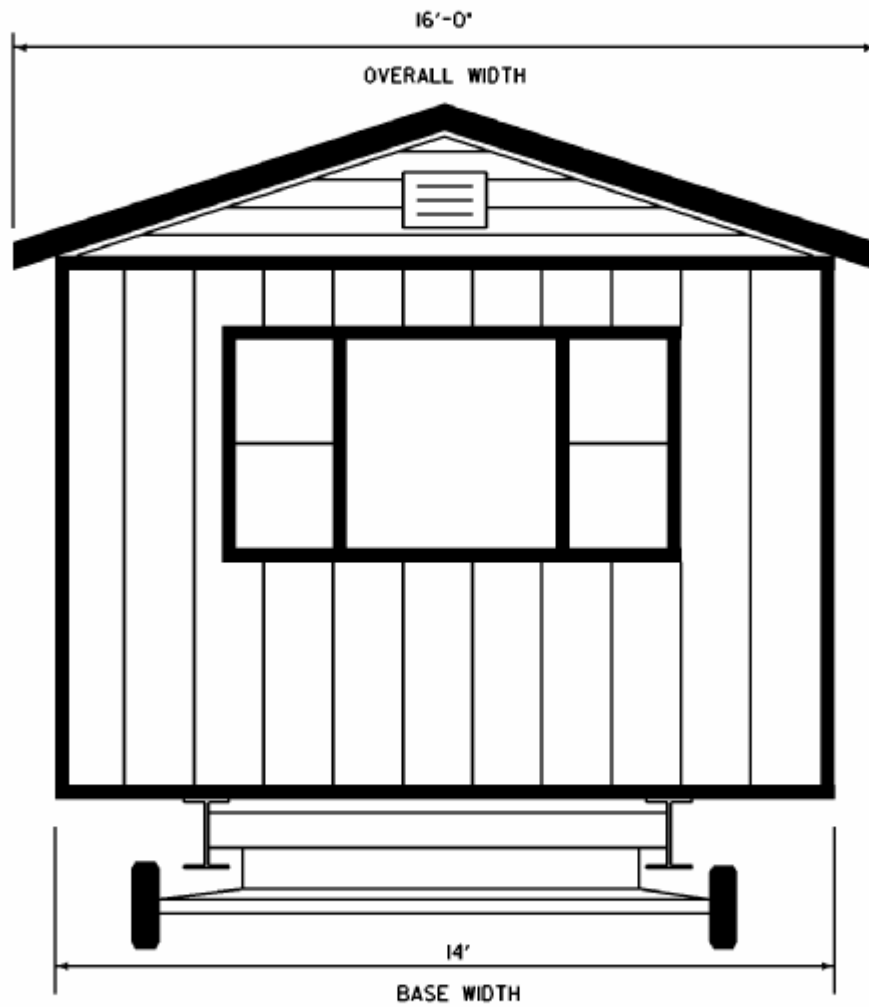
17.10 HAULING EQUIPMENT RESTRICTIONS

Hauling Equipment. Vehicles used to haul manufactured homes, modular buildings and office trailers shall be combinations designed to meet the requirements of Federal Motor Carrier Safety Regulations for vehicles engaged in interstate commerce. Such vehicles shall be of structural capacity to safely accommodate the loading at all times.

Lights. The unit shall have stop lights, turn signals and tail lights that meet the requirements of Federal Motor Carrier Safety Regulations, part 393.

Securing Loads. A minimum of four (4) steel, three fourths (3/4) inch diameter bolts will be used to directly connect the main support members of the modular building, manufactured home or office trailer to the support frame of moving equipment. Two (2) bolts each shall be located not less than twelve (12) feet from the forward and rear ends of the modular building, manufactured home or office trailer. Each of the four (4) bolts shall be at least four (4) feet apart. Equivalent methods of fastening, such as chains or binders, may be used as alternatives.

OVERLEGAL PERMIT CONDITIONS



ESCORT VEHICLES ARE BASED ON OVERALL WIDTH, NOT BASE WIDTH.
ANNUAL MANUFACTURED HOMES/OFFICE TRAILERS LIMITED TO 14' BASE WIDTH
AND 16' OVERALL WIDTH.

CHAPTER 18 RELOCATION OF BUILDINGS/HOUSES

18.1 PURPOSE AND LEGAL AUTHORITY

This chapter states the regulations for overlegal permits issued for the movement of buildings or houses and is adopted under the authority of Sections 49-1004 and 49-1011, Idaho Code..

18.2 REQUIREMENTS FOR AN OVERLEGAL PERMIT

The requirements of each permit for relocation of a used building or house shall depend on the dimensions of the load as well as a consideration of the width and alignment of the roadway, passing opportunity for the traveling public, vertical or horizontal clearance of bridges or other structures along the route of travel, and traffic volumes.

Information Required in the Application:

Overall Width of the Building: At the base and at the eaves or widest point

Overhang: Overhang of the building load to the right and left of the hauling vehicle or its tires.

Height: Loaded height of the building.

Combined Length: Combination length of the towing vehicle and its building load.

Identification: Identification of the owner of the building, and of the permittee.

Route: Proposed route of travel on state highways and other public roads.

Turnouts: Availability of turnouts if required for passage of traffic.

18.3 GENERAL REQUIREMENTS

Buildings Exceeding Sixteen (16) Feet Wide. Overlegal permits for the transportation of buildings or houses having a basic width in excess of sixteen (16) feet shall be limited to the relocation of previously used buildings.

The transportation of new, centrally manufactured houses, buildings, building sections, mobile or modular homes, etc., shall be denied overlegal permits if the width at the base is in excess of sixteen (16) feet.

18.4 PASSING LANE MUST BE PROVIDED

Except for short movements within city limits, and on routes having very low Average Daily Traffic (ADT), permits will not be issued for a load of such dimension that continuous passage of opposing traffic and frequent passing of following traffic cannot be maintained. Ten (10) feet or more of travelway should be provided for passage of traffic unless there are frequent turnouts, intersections, etc., to provide relief of accumulated traffic to the rear.

18.5 VERTICAL CLEARANCE REQUIREMENTS

Permit for Overheight. The issuance of any permit for movement of overheight loads will be subject to the vertical clearance of any structure involved along the route of travel. The Department may require a minimum of twenty-four (24) working hours to allow for the proposed route to be evaluated and approved or denied.

Overhead Traffic Signals. Any movement of a building, or other overheight load, having a loaded height of sixteen (16) feet six (6) inches or more may require advance notice if overhead traffic signals are involved in the route.

Overhead Power Lines. Carriers whose load/vehicle combination exceeds seventeen (17) feet high must contact local utility company(s) for approval and assistance with power lines.

18.6 TIME OF TRAVEL REQUIREMENTS

Excessively Oversize Loads. Excessively oversize loads shall be restricted to the time of day, or day of the week, when traffic interference will be at a minimum.

Buildings. Time of travel of loads in the building size category shall be restricted to the time of day and/or day of the week, when traffic interference will be at a minimum.

Early Morning Moves. In metropolitan areas and in certain other cases where a serious disruption of traffic would otherwise be unavoidable, the movement of excessively oversize buildings may be permitted, at the discretion of the District Engineer, between two o'clock (2:00) a.m. and daybreak to avoid traffic congestion.

18.7 INSURANCE AND BONDING REQUIREMENTS

Insurance Requirements. The permittee when hauling buildings fourteen (14) feet or more in width shall be required to carry evidence of insurance in the permitted vehicle, written by a company licensed to do business in Idaho, in the same minimum amounts as is required for permits issued for the movement of overwidth manufactured homes etc. Minimum requirements are three hundred thousand dollars (\$300,000) combined single limit when hauling permittee's own building, and seven hundred and fifty thousand dollars (\$750,000) when hauling for hire.

Permittee Responsibility. The permittee shall be responsible for the protection of signposts, guideposts, delineators, etc., and may be required to post bond to cover the costs of repairs or replacements of such facilities.

Bond Requirements. When an expense to the State can be presumed in providing clearance for an overheight load, or for repair of signposts, etc., a cash bond based on estimated costs to the State may be required before the issuance of such permit. Any part of the cash bond in excess of material costs, labor, and equipment rental will be returned to the permittee after the actual costs to the State have been determined and deducted.

18.8 IDAHO STATE POLICE (ISP) AUTHORITY REQUIRED

Authority. The transportation of any house, building or structure for hire also requires ISP authority.

Owner or Mover. Any applicant for a overlegal permit for the movement of a house or building shall provide information as to whether the building is his property or is being transported for hire.

ISP Permit Number. When a house or building is being transported for hire, the applicant shall provide, as a part of his application, the Idaho ISP permit number which is his authority to move or transport buildings or houses for hire.

CHAPTER 19 ANNUAL PERMITS

19.1 PURPOSE AND LEGAL AUTHORITY

This chapter states the provisions relating to issuance of annual overlegal permits, and is adopted under the authority of Sections 49-1004 and 49-1011, Idaho Code.

19.2 GENERAL PROVISIONS

Annual overlegal permits may be issued for continuous operation to haul or transport non-reducible loads having specified maximum dimensions of oversize or overweight provided such permits for multiple trips can maintain the same measure of protection to highway facilities and to the traveling public as is provided by single trip permits.

The maximum overweight levels shall not exceed eight hundred (800) pounds per inch width of tire nor the maximum weights authorized by Chapter 13.

Annual overweight permits shall become invalid subject to the conditions of Chapter 23.

Annual Oversize Only:

- a. Shall be issued to one specified power unit. The permittee may tow various units with the specified power unit, either as towaway vehicles or as trailers hauling oversize loads. Except as provided in Chapters 7, 16, and 22, oversize loads shall be non-reducible in width, length, or height. In the case of specially constructed equipment, mounted on a towed vehicle, or if the towed vehicle is only hauling an oversize but not overweight load, the permit may be issued to the towed vehicle.
- b. Maximum size of loads or vehicles for black and interstate routes, shall be limited to a width of fourteen (14) feet six (6) inches (manufactured homes, modular buildings, and office trailers limited as per Chapter 17), a height of fifteen (15) feet six (6) inches, and to a combination length of one hundred ten (110) feet including load overhang. Annual oversize permits for red coded routes shall be limited to a width of twelve (12) feet six (6) inches. A current Pilot/Escort Vehicle and Travel Time Requirements Map shall accompany such permits for extended operations and shall be considered to be a part of the permit.

Annual Overweight/Oversize Permits:

- a. Annual permits may not be issued for gross weights in excess of 200,000 pounds for any colored route. Gross weights in excess of 200,000 pounds must operate by single trip permit.
- b. Since the new fees are based on the number of axles and gross weight to calculate the fee per mile, annual overweight permits will have to be issued to various combinations. (i.e. different number of axles and gross weight for those axles) You will no longer be able to operate less axles than the number stated on the permit, because the fee per mile (using less axles) would be greater than the fee per mile for the higher number of axles and gross weight.

The number of axles in the vehicle configuration may be greater than the number of axles listed on the permit.

The gross weight of the vehicle configuration may be less than the gross weight stated for each colored route, but your fee per mile will be based on and reported at the stated gross weight for each colored route on the permit (i.e. black, purple, green & yellow) and the number of axles.

- c. A percent reduction in the total fees may be given when the following requirements are met:
 - 1. A 2 percent reduction per axle group (tandem, tridem etc), to a maximum of 10 percent per vehicle configuration, for axle groups that are wider than 10 feet.
 - 2. A 2 percent reduction per axle group (tandem, tridem etc.), to a maximum of 10 percent per vehicle configuration, for axle groups with 16 tires per axle.
 - 3. If both the above requirements are met for an axle group, a 5 percent reduction per axle group (tandem, tridem etc.), to a maximum of 25 percent per vehicle configuration may be given. This reduction will be taken off of the total roadway use fees charged for the vehicle and will not include the administrative fee.

To comply with Section 49-436, Idaho Code, the permittee will make quarterly reports of mileage to the department at the permitted weight levels (laden miles) separate from the registration fees otherwise required to be paid to that agency. Mileage for single trip overweight permits is charged for and collected at the time of issuance, and need not be reported elsewhere.

Vehicles or loads exceeding the axle weights, groups of axle weights, or total gross weights allowed on any of the four overweight levels below must operate by single trip permit only.

Annual permits involving overweight loadings will be available at the following levels:

Red Routes — The red routes contain posted bridges and require approval or analysis from the Department. A vehicle configuration may be issued an annual overweight/oversize permit for travel on red routes, upon completion of an analysis verifying the requested weights are acceptable. The annual permit will be issued for a specific vehicle configuration, operating on a specific route, at specific weights. All information will be listed on the annual permit and will be subject to revocation at such time the vehicle configuration changes (such as axle spacings), the approved weights change, or a bridge rating changes.

Yellow Routes — The yellow overweight level is based on a single axle loading of twenty-two thousand five hundred (22,500) pounds, a tandem axle loading of thirty-eight thousand (38,000) pounds, and a tridem axle loading of forty-eight thousand (48,000) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 560 ((LN/N-1) + 12N + 36)$.

Orange Routes — The orange overweight level is based on a single axle loading of twenty-four thousand five hundred (24,000) pounds, a tandem axle loading of forty-one thousand (41,000) pounds, and a tridem axle loading of fifty-one thousand (51,000) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 600 ((LN/N-1) + 12N + 36)$.

Green Routes — The green overweight level is based on a single axle loading of twenty-five thousand five hundred (25,500) pounds, a tandem axle loading of forty-three thousand five hundred (43,500) pounds and a tridem axle loading of fifty-four thousand five hundred (54,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 640 ((LN/N-1) + 12N + 36)$.

Blue Routes — The blue overweight level is based on a single axle loading of twenty-seven thousand (27,000) pounds, a tandem axle loading of forty-six thousand (46,000) pounds, and a tridem axle loading of fifty-seven thousand five hundred (57,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 675 ((LN/N-1) + 12N + 36)$.

Purple Routes — The purple overweight level is based on a single axle loading of thirty thousand (30,000) pounds, a tandem axle loading of fifty-one thousand five hundred (51,500) pounds, and a tridem axle loading of sixty-four thousand five hundred (64,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 755 ((LN/N-1) + 12N + 36)$.

Black Routes — The black overweight level is based on a single axle loading of thirty-three thousand (33,000) pounds, a tandem axle loading of fifty-six thousand (56,000) pounds, and a tridem axle loading of seventy thousand five hundred (70,500) pounds or the equivalent loading as determined by spacings and number of axles and computed by applying the formula $W = 825 ((LN/N-1) + 12N + 36)$.

19.3 WEIGHT FORMULA

"W" is the maximum weight in pounds (to the nearest five hundred (500) pounds) carried on any group of two (2) or more consecutive axles. "L" is the distance in feet between the extremes of any group of two (2) or more consecutive axles, "N" is the number of axles under consideration and "F" is the load factor most appropriate based on the most critical bridge on the highway route.

CHAPTER 20 APPLICATION FOR OVERLEGAL PERMITS

20.1 PURPOSE AND LEGAL AUTHORITY

This chapter states the information of how to obtain overlegal permits governing the movement of vehicles and/or loads, which are in excess of the sizes or weights allowed by 49-1001, 49-1002 or 49-1010, and is adopted under the authority of Sections 49-1004 and 49-1011, Idaho Code.

20.2 HOW TO APPLY

The ITD-217, Overlegal Permit form, becomes a valid application when signed by the Permittee. A separate application, the ITD-217C, Overlegal Permit Application, may be completed by the applicant and the information may then be transferred to the permit by the permit writer. Such applications on the ITD-217C will usually be received through Ports of Entry. Applications may also be accepted by letter or by telephone provided all pertinent and necessary information is submitted.

20.3 INFORMATION TO BE FURNISHED BY THE APPLICANT

Any application for a overlegal permit shall provide all pertinent information required to establish the necessity of the proposed movement and other information that could enable an engineering determination of the feasibility of the proposed movement. The following information shall be furnished:

1. Name — Name of owner, operator, or lessee of vehicle or vehicles concerned.
2. Description of load — Manufacturer, model number, etc.
3. Identification of vehicles — License number, if registered, otherwise serial number, unit number.
4. Axles — Number of axles, spacing between axles, number and size of tires.
5. Gross Weight — Total gross weight of vehicle and/or load and distribution of weight.
6. Route — Point of origin and destination, preferred route by highway number.
7. Start Date — Date the move will start.
8. If House Trailer — License number if privately owned, serial number if caravan permit or dealer plate is used.
9. Insurance — Evidence of insurance, if required.
10. Necessity — Necessity for movement.
11. Special Instructions — Special instructions regarding address to which permit is to be sent and any other pertinent information.
12. Signature — Signature of applicant.

CHAPTER 21 PERMIT FEES

21.1 PURPOSE AND LEGAL AUTHORITY

The movement of oversize or overweight vehicles, or vehicles with overlegal loads, is a privilege not accorded every user of the highway. The permit fees for the movement of vehicles or loads which are **in excess** of sizes or weights allowed by 49-001, 49-1002, or 49-1010, Idaho Code, is adopted under the authority of Sections 49-1004 and 49-1011, Idaho Code.

21.2 COSTS TO BE BORNE BY THE PERMITTEE

Administrative cost that is incurred in the processing, issuance, and enforcement of overlegal permits shall be borne by the permittee and not by the general traveling public. Tax supported agencies are required to obtain overlegal permits if their loads exceed the sizes or weights stated in Idaho Code, but are exempt from paying fees for the permits.

21.3 PAYMENT OF OVERLEGAL PERMIT FEES

The Idaho Constitution prohibits the state from extending credit to any individual, corporation, municipality or association. Permit fees are collectible at the time of issuance, except that the permittee may guarantee payment of permit fees in advance by posting a bond in a minimum amount as specified in Section 21.5, Permit Fee Account Procedures.

Refund: Permit fees are not refundable once the fees have been processed into the Department's accounting system, unless the permittee contacts the Overlegal Permit Office (during office hours):

- no more than two (2) working days following the start date of the single trip overlegal permit, or
- the Department issued the overlegal permit in error.

Permit Costs: Overlegal permit fees listed below are intended to cover cost of administration and are subject to periodic change depending on costs incurred in processing, issuance, and enforcement of overlegal permit conditions. Use fees will be added to the cost of single trip oversize/overweight permits in accordance with Section 49-434(7), Idaho Code.

Current Schedule of Fees: Periodic changes to the fee schedule will be subject to the noted and review procedures in accordance with Chapter 52, Title 67, Idaho Code, Administrative Procedure Act.

21.4 FEE SCHEDULE

FEE SCHEDULE		
OVERSIZE ONLY	Single trip	\$13.00
	2 trips	\$20.00
	Annual* (12 consecutive months)	\$28.00
OVERSIZE EXCEEDING 16 feet wide or 16 feet high or 110 feet long	Single trip	\$38.00
	2 trips within 7 days	\$57.00
EXCESS WEIGHT Authority to exceed 80,000 lbs. on reducible loads up to 105,000 lbs.	Annual (12 consecutive months)	\$28.00
EXTRA LENGTH/EXCESS WEIGHT	Annual (12 consecutive months)	\$38.00
OVERWEIGHT/OVERSIZE or OVERWEIGHT ONLY (non-reducible)	Single trip	\$18.00
	2 trips	\$27.00
	Annual (12 consecutive months)	\$43.00
OVERWEIGHT/OVERSIZE (non-reducible) EXCEEDING 16 feet wide, or 16 feet high, or 110 feet long	Single trip	\$38.00
	2 trips within 7 days	\$57.00
OVERLEGAL PERMIT MANUAL		\$5.00 plus current sales tax for Idaho residents
RE-ISSUANCE OR TRANSFER FEE		\$10.00

***Oversize Only Annual Permit** category includes the following types of permits:

- Overlength only;
- Manufactured homes, modular building, and office trailers;
- Recreation vehicle up to 12 feet wide, legal length/height;
- Farm tractors exceeding 9 feet width on Interstate and implements of husbandry;
- Cylindrical hay bales, 2 wide;
- Emergency removal of disabled vehicles;
- Reducible loads, up to and including 14 feet 9 inches high; or
- Exceeding sixty-five (65) feet overall combination length on magenta coded routes.

21.5 PERMIT FEE ACCOUNT PROCEDURES

To establish a basis for the issuance of overlegal permits on other than a cash basis, the permittee may guarantee permit fees by posting a surety bond.

Bond Requirements: The bond shall have a minimum value of one thousand dollars (\$1,000) or be equal to the value of permits required by the permittee during any three (3) consecutive months, whichever is greater. Surety bonds for permit fees shall be furnished by a bonding or insurance company licensed to do business in Idaho.

Application: To establish a permit fee account, the following application along with the required bond shall be filed with the Overlegal Permit Office.

CHAPTER 22 EXTRA-LENGTH VEHICLE COMBINATIONS

22.1 PURPOSE AND LEGAL AUTHORITY

This chapter states the requirements and routes for extra-length vehicle combinations and is adopted under the authority of Section 49-1004 and 49-1011, Idaho Code.

22.2 DESIGNATED ROUTES

A map listing the designated routes for extra-length vehicle combinations is available at the Idaho Transportation Department's Overlegal Permit Office.

22.3 GENERAL CONDITIONS AND REQUIREMENTS FOR EXTRA-LENGTH

Extra-length vehicle combinations shall be subject to the following conditions, limitations, and requirements:

Extra-Length Vehicle Combinations. Vehicle combinations operating with an overall length in excess of the limits imposed in Section 49-1010, Idaho Code, shall consist of not more than four (4) units, shall not exceed one hundred five (105) feet overall and no such vehicle combination shall include more than three (3) cargo units except that a full truck and full trailer may have an overall length in excess of seventy-five (75) feet but not in excess of eighty-five (85) feet including load overhang.

Power Unit. The power unit of extra-length combinations shall have adequate power and traction to maintain a minimum of fifteen (15) miles per hour under normal operating conditions on any up-grade over which the combination is operated.

Connecting Devices. Fifth wheel, drawbar, and other coupling devices shall be as specified by Federal Motor Carrier Safety Regulations, Part 393, which shall be considered to be a part of this chapter.

Weather Restrictions. Extreme caution in the operation of an extra length vehicle shall be exercised when hazardous conditions such as those caused by snow, ice, sleet, fog, mist, rain, dust, or smoke adversely affect visibility or traction. The movement of vehicles by extra-length permit shall be prohibited and otherwise valid permits shall automatically become invalid enroute when travel conditions become hazardous due to ice, snow or frost; when visibility is restricted to less than five hundred (500) feet by fog, dust, smoke, smog, or other atmospheric conditions. Speed shall be reduced when such conditions exist. When conditions become sufficiently dangerous, the company or the operator shall discontinue operations and operations shall not be resumed until the extra length vehicle combination can be safely operated. The state may restrict or prohibit operations during periods when in the state's judgment traffic, weather, or other safety conditions make such operations unsafe or inadvisable.

Trailer Weight Sequence. In any extra-length combination, the respective loading of any trailer shall not be substantially greater than the weight of any trailer located ahead of it in the vehicle combination. (Substantially greater shall be defined as more than four thousand [4,000] pounds heavier.

Insurance Requirements. Every combination operated under this chapter shall be covered by insurance of not less than five hundred thousand dollars (\$500,000) combined single limit. The permittee or driver of the permitted vehicle combination shall carry in the vehicle evidence of insurance written by an authorized insurer to certify that insurance in this minimum amount is currently in force.

Operating Restrictions. Operators of all vehicle combinations governed by this chapter shall comply with the following operating restrictions:

- A minimum distance of five hundred (500) feet shall be maintained between combinations of vehicles except when overtaking and passing.
- Except when passing another vehicle traveling in the same direction, the combination shall be driven so as to remain at all times on the right hand side of the centerline of a two (2) lane, two (2) way highway, or on the right hand side of a lane stripe or marker of a highway of four (4) or more lanes.
- Be in compliance with all Federal Motor Carrier Safety Regulations.

Tire Limitations. All axles on extra-length vehicle combinations shall be equipped with four (4) tires except on the steering axle and on axles, which are in tandem axle groups, or other multiple axle groups.

Routes for Extra-Length Operations. Shall be designated in four (4) categories:

- a. **Blue-coded routes** — Routes for combinations not exceeding ninety (90) feet in overall length including load overhang. An extra-length combination operating on routes designated for ninety (90) foot combinations shall be designed and assembled in a manner whereby its maximum off-tracking will not exceed five point five zero (5.50) feet on a one hundred sixty-five (165) foot radius when computed by the equation developed by Western Highway Institute (WHI) for computation of maximum vehicular off-track.
- b. **Red-coded routes** — Routes for combinations of vehicles not exceeding one hundred five (105) feet in overall length including load overhang. An extra-length combination operating on routes designated for one hundred five (105) foot combinations shall be designed and assembled in a manner whereby its maximum off-tracking will not exceed six point five zero (6.50) feet on a one hundred sixty-five (165) foot radius when computed by the WHI equation.
- c. **Black-coded routes** — Interstate system routes and specified interchanges providing access to approved breakdown areas located in close proximity to the Interstate system. An extra-length combination operating on routes in this category shall be designed and assembled in such a manner that its off-tracking may exceed six point five zero (6.50) feet but shall not exceed eight point seventy-five (8.75) feet when computed by the WHI equation. Specified interchanges providing access to approved breakdown areas are required to be used by combinations that exceed six point five zero (6.50) feet off-tracking. The specified interchanges will be authorized for either combinations in excess of six point five zero (6.50) feet off-tracking, but not in excess of seven (7) feet off-tracking, or for combinations in excess of seven (7) feet off-tracking but not in excess of eight point seventy-five (8.75) feet off-tracking.

- d. **Green-coded routes** — Selected state highway routes for operation of an extra-length combination whereby its maximum off-tracking will not exceed three (3) feet on a one hundred sixty-five (165) foot radius when computed by the WHI equation and its overall length including load overhang does not exceed eighty-five (85) feet. Route approval shall be subject to analysis of pavement condition, bridge capacity, safety considerations, pavement width, curvature, traffic volumes and traffic operations.

22.4 OVERLEGAL PERMIT ATTACHMENTS AND REQUIREMENTS

Permit Attachments. All vehicles in extra-length operation shall be allowed to travel under the authority of overlegal permits issued to the power unit. A copy of this chapter shall accompany and shall be a part of all annual extra-length permits. An allowable gross loads table shall accompany and be referred to on the face of the permit. Extra-length operations shall be valid only on routes of the state highway system designated for such purposes as set forth on the extra length color coded map of designated routes which shall accompany the permit, and is available at the Overlegal Permit Office, Ports of Entry, and District Offices. Combination extra-length and excess weight permits are also available.

Permit Requirements and Special Requirements. Permits issued for operations of extra-length combinations shall be subject to the general requirements listed above, and to the following special conditions.

- a. The operator of any extra-length combination which has an internal dimension between points of articulation of thirty (30) feet or more, or of any doubles combination which has an overall length of ninety (90) feet or more, or a combination which is authorized by restrictions of this chapter to operate on selected state highways, shall complete the Off-Track Computation form. The form will provide internal dimensions of the combination and computation of off-track as evidence of compliance with maximum off-track requirements specified for the designated route being traveled. The completed Off-Track Computation form, when required, shall be available for inspection by enforcement officers with the permit for the extra-length vehicle combination. When the Off-Track Computation form is required, the permit shall be invalid until the form is completed and available for inspection.
- b. Extra-length permits shall become automatically invalid subject to conditions cited in Chapter 23.

22.5 EXCEEDING ALLOWED LENGTH AND/OR OFF-TRACK LIMITATIONS

Extra-length vehicle combinations apprehended for exceeding allowed length and/or off-track limitations as set forth in this chapter shall be subject to the following course of action:

- The vehicle combination will be escorted by the apprehending officer to the first safe parking location; and

- The driver of the extra length vehicle combination will be issued a single trip, one (1) day permit via a specified route to the nearest permitted route. The condition of this permit shall require an advance pilot/escort vehicle to escort the extra-length vehicle combination, and the pilot/escort vehicle shall meet the pilot/escort vehicle requirements as set forth in Chapter 12.

CHAPTER 23 REVOCATION OF OVERLEGAL PERMITS

23.1 PURPOSE AND LEGAL AUTHORITY

This chapter identifies the circumstances when a permit can be revoked and is adopted under the authority of Section 49-1004 and 49-1011, Idaho Code.

23.2 REVOCATION OF AN OVERLEGAL PERMIT

Invalidation and Disqualification of Overlegal Permits. The overlegal permit shall become invalid and the cited vehicle may be disqualified for reissuance of overlegal permits if:

- a. The vehicle combination does not satisfy the requirements of Federal Motor Carrier Safety Regulations Part 393. The permit may be restored to the permittee when repairs or corrections are made to the satisfaction of the inspecting officer.
- b. The permittee is apprehended exceeding size or weight limits or other provisions specified on the permit.
- c. The permittee is convicted of
 - violation of size or weight limits (Sections 49-1001 and 49-1010, Idaho Code);
 - violation of posted speed limits;
 - violation of any speed limit specified on the permit;
 - violation of any of the following traffic regulations:
 - reckless or inattentive driving,
 - illegal passing, or
 - illegal turning movements.

Forfeiture of bail shall be treated the same as a conviction for the purpose of this section.

- d. The permittee is apprehended during transportation of a manufactured home or office trailer on it's own axles when wind velocity exceeds twenty (20) miles per hour.
- e. The permittee is apprehended while transporting a manufactured home, modular building, or office trailer not in compliance with registration or property tax requirements of Section 49-422, Idaho Code.
- f. The permittee, in the case of manufactured home, modular building, and office trailer transporters or extra-length operators, is not able to provide proof of insurance. Reissuance of the permit may be accomplished by providing satisfactory evidence of insurance to the Port of Entry or other enforcement officer. The operator of an extra-length vehicle combination demonstrates non-compliance with Chapter 22, resulting in a spin-out or other loss of traction or control during hazardous road and weather conditions.

Confiscation of Permits. When an overlegal permit has become invalid because of non-compliance with the limits and provisions on the face of the permit, the apprehending officer may confiscate the permit, and must forward the permit to the Overlegal Permit office. The movement shall not proceed until a new permit is obtained or unless directed by the officer in order to protect the public interest. An exception will allow the officer, in the case of non-compliance with weight distribution as established on the permit, to honor the permit if the permittee can make loading adjustments to satisfy the requirements of the permit.

Disqualification Periods. When a permit has become invalid, the vehicle identified on the confiscated permit may be disqualified for reapplication for permit for a period of thirty (30) days after the first violation, for a period of six (6) months after the second violation, and for a period of one (1) year after the third violation.

Penalties. In addition to revocation of permits as authorized in this chapter, the permittee shall be subject to all applicable penalties provided by law with regard to the provisions violated.

23.3 PERMITTEE RESPONSIBLE FOR INJURY TO PERSONS OR PROPERTY

The permittee shall assume all responsibility for injury to persons or damage to public or private property caused directly or indirectly by the transportation of a vehicle or vehicle and load under the overlegal permit restrictions; and shall hold harmless the Department and all its officers, agents, employees, and servants from all suits, claims, damages, or proceedings, of any kind, as a direct or indirect result of the transportation of the over legal vehicle or vehicle with an over legal load.

CHAPTER 24 SELF-PROPELLED SNOWPLOWS

24.1 PURPOSE AND LEGAL AUTHORITY

Self-propelled snowplows cannot comply with the safety requirements as other oversize loads due to the nature of their operation. Therefore, this chapter states the regulations and safety requirements for overwidth self-propelled snowplows operating under overlegal permit authority and is adopted under the authority of Section 49-1004 and 49-1011, Idaho Code.

24.2 SELF-PROPELLED SNOWPLOW PERMIT RATES

Self-propelled snowplows will be permitted at the rates listed in Chapter 21 for oversize or overweight/oversize loads

24.3 CONDITIONS FOR OPERATION ON THE STATE HIGHWAY SYSTEM

Maximum Width. The maximum width of the self-propelled snowplows utilized to clear roads, streets and other locations of snow or debris shall be eight (8) feet six (6) inches and the maximum width of the blade mounted on this vehicle shall be fourteen (14) feet as measured normal to the direction of travel.

No Pilot/Escort Vehicles Required. Self-propelled snowplows utilized to clear roads, streets and other locations of snow or debris may operate with no escort vehicles required twenty-four (24) hours a day, seven (7) days a week, including holidays.

Warning Flags. A twelve (12) inch by twelve (12) inch red or fluorescent orange flag shall be mounted near the extremities of the blade if it exceeds eight (8) feet six (6) inches in width.

Clearance Light or Reflector Requirements. When operating during hours of darkness, a clearance light or a clearance reflector which meets the specifications listed in Sections 49-910 and 49-911, Idaho Code, shall be mounted near the extremities of the blade, if the blade exceeds eight (8) feet six (6) inches in width.

CHAPTER 25 LIGHTS ON SNOW REMOVAL EQUIPMENT

25.1 PURPOSE AND LEGAL AUTHORITY

This chapter specifies and standardizes the lighting systems on snow removal equipment and is adopted under the authority of Sections 49-1011 and 49-929, Idaho Code. These specifications and standards supersede all other policies or standards set by the Idaho Transportation Department.

25.2 SNOW REMOVAL EQUIPMENT DEFINITION

Any privately- or publicly-owned vehicle classified as a motorized vehicle as defined in Section 49-123, Idaho Code, that has been equipped with snow removal equipment and is being used for snow removal on any public highway.

25.3 LIGHTING STANDARDS

Headlamps, Turn Signals, and Flashing Lights. Headlamps, turn signals and flashing lights shall be mounted on snow removal equipment at sufficient height to clear all snow removal apparatus.

Visibility Requirements. Flashing identification lights on snow removal equipment must be amber colored, and mounted on the cab or truck bed. They shall be mounted so as to be visible from the front and rear regardless of vehicle configuration, for example, when the truck bed is raised. Flashing lights shall be visible from a distance of not less than one thousand (1,000) feet in normal sunlight, and not less than two thousand five hundred (2,500) feet under average visibility conditions at night.

Lights to Meet Idaho Code Requirements. Tail lamps, stop lamps and clearance lamps on snow removal equipment must meet standards specified in appropriate sections of the Idaho Code.

